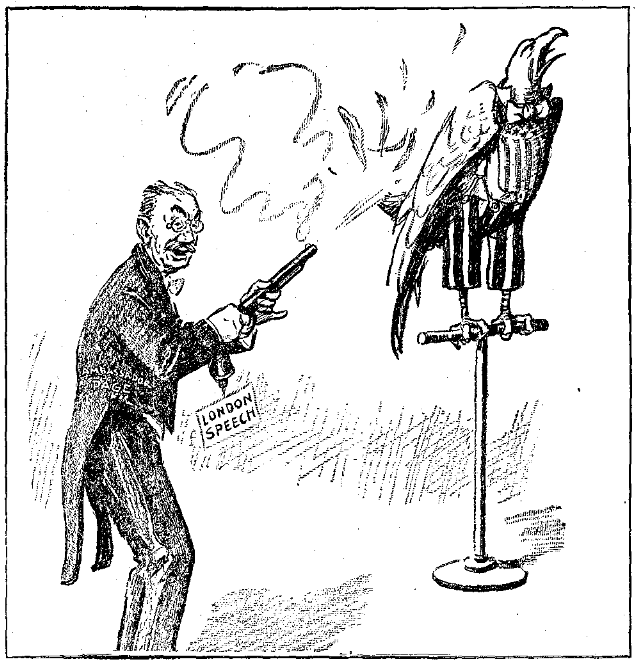
canal-tolls question is one of weak subservience to England, or to reflect that it behooved him to be very careful of his language just at this time." An equally good friend of the Administration, the Baltimore *Sun* (Ind.), says bluntly that Mr. Page's remarks were "certainly not the kind that an American Ambassador should make." From the Democratic Brooklyn *Citizen* comes the left-handed compliment that "apart from his notion that he knows how to make speeches," Mr. Page "is a man of exceptional capacity"; he is advised "to curb his desire to be amusing." Nor do the editors forget that Mr. Page is a newcomer in diplomacy. "An experienced diplomat would probably have avoided jesting at this time" and on such a subject, thinks the Newark *News* (Ind.), and the New York *Sun* (Ind.) says more plainly that "it would have been impossible to a real Ambassador, who would have preferred a myriad times to be dull rather than once indiscreet." The New York *Herald* (Ind.) suggests that "we should have a system for the education of ambassadors before they are turned loose in foreign lands." What surprizes the Republican St. Louis *Globe Democrat* is not so much that Mr. Page "said what he did about such things after he began talking of them, as that he should have talked of them at all." Tucked away between two editorials in the New York *World* is the pointed observation: "Page must be the guy who put the ass in Ambassador." This sturdy supporter of Democratic principles and the Wilson policies takes Mr. Page's "unfortunate experience" rather to heart. It declares:



DIDN'T KNOW IT WAS LOADED.
—Kirby in the New York *World*.

> "An Ambassador should scrupulously refrain from doing anything that might embarrass his Government abroad; but he should be equally careful to refrain from doing anything that might embarrass his Government at home. With the best motives in the world, Mr. Page has caused his Government a great deal of embarrassment at home. He has made the President's task much more difficult than it was, and he has given comfort to all the jingoes and demagogs and lobbyists who are in full cry at the President's heels."

Ambassador Page spoke of his speech as a "pleasantry," and so it was widely regarded, altho, as *The World* notes, "supplementary explanations" make it appear that "he was altogether serious and had no purpose except to explain the Monroe Doctrine as interpreted some time ago at Mobile by President Wilson." Says *The World:*

> "Whatever the mood of the Ambassador may have been, he was most unhappy in his utterances. The Monroe Doctrine is no joke. It is not a policy to be discust offhand at the close of a banquet. It is no more in need of elucidation to-day than it was when it was first set forth.
>
> "Altho the Monroe Doctrine is perfectly plain in its terms, it can be applied only by the war-making power of the United States, which is Congress. Even Presidents who may seek to extend its scope can not be sure of success until they have gained the approval of the representatives of the people.
>
> "It follows that nothing can be in much worse taste than irresponsible discussion of a principle which conveys a suggestion of hostilities."

Reports of what Ambassador Page said before the Associated Chambers of Commerce vary somewhat. The New York *World*, however, vouches for this as a verbatim rendering of the more important paragraphs:

> "I will not say that we have constructed the Panama Canal for you, for I am speaking with great frankness and not with what is sometimes called diplomatic indirection, but I will say most truly that it adds greatly to the pleasure of building that great work that it is you who will most profit by it.
>
> "I can say a similar thing about the recent lowering of our tariff. We did not lower it in order to please you. It was for purposes that we consider economically for ourselves. Nevertheless, it added to the pleasure of doing that to reflect that thereby we should receive more trade from you.
>
> "Concerning the recent message of President Wilson, I can say somewhat more. I take it upon myself and on my own responsibility to say more.
>
> "He told you that not merely to please you, but to express the true sentiment and the self-respect of the American nation, and of every true American."

The Ambassador then had a word to say regarding the Administration's attitude toward European investors in Latin America, assuring his hearers, according to this report,

> "that it is not the business of the United States to put any let or hindrance on any investment of yours anywhere in the world, and it will most heartily welcome your investments in any part of America, provided only you do not make them so that you may take the country with them.
>
> "The Monroe Doctrine, you know, meant only this—that the United States would prefer that no European Government should gain more land in the New World. In those days the only way a foreign Government could gain land was literally to go and take land. Now we have more refined methods of exploitation and there are other ways of taking it."

"The speech was innocent enough, wasn't it?" an Associated Press dispatch quotes Mr. Page as asking when told of the Senate's resolution. No, Senator Chamberlain would answer:

> "It does not reflect the idea of the American people in so far as he undertakes to announce a new Monroe Doctrine and in so far as he undertakes to discuss the construction of the Panama Canal for the greater benefit of Great Britain. . . . . . .
>
> "Some means ought to be found by the powers that be to seal the lips of the Ambassador to Great Britain, or else, in justice to the American people, he ought to be recalled, and that as promptly as possible."

The Senator's resolution, adopted without opposition, requests the Department of State "to furnish to the Senate without delay a copy of the speech made by the American Ambassador," particularly those portions thereof referring to the Monroe Doctrine and the Panama Canal. In the House, Representative Murray offered a similar resolution, with the added demand for information whether Mr. Page's statement had the sanction of the State Department, and whether it was to be the policy of the Department "to abandon the Monroe Doctrine."

The political motive behind this Congressional assault upon Ambassador Page, declares the Springfield *Republican*, which is far from sympathizing with it, "is apparent":

> "The latest poll of the Senate on the Panama-tolls question shows 58 Senators in favor of repeal, 24 against it, and 13 doubtful. The fighting opponents of repeal immediately saw in the Ambassador's alleged statement in London a possible 'Burchardism' with which they could defeat the President's repeal policy."

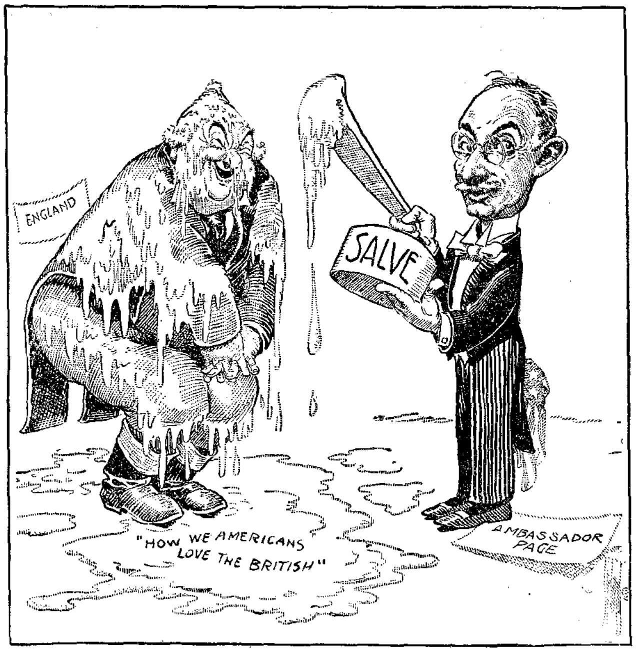
While, as already noted, the London dailies dwell upon the humorous side of the Page speech, *The Statist*, an important financial periodical, declares that "there was no question about Mr. Page's seriousness"—

> "He was evidently speaking for the purpose of clearing away the misapprehension resulting from Wilson's [Mobile] speech. It was not a joke, but a matter of great importance both to the United States and Europe. . . . The Ambassador made it quite clear that all that President Wilson desired was that we should lend to the Central and South American countries exactly as we do to the United States."

And the New York *Times's* London correspondent is "able to state on authority" that it was Mr. Page's "deep purpose" to "clear up the serious misapprehensions regarding the Monroe Doctrine." The New York *Herald* sees another "kernel in the Ambassador's chaff"—"repeal of the free-tolls exemption nor anything else will influence Great Britain to exhibit at the Panama Exposition if Ambassador Page's speech doesn't."

But Mr. Hearst's New York *American* is certain that Mr. Page's "purpose" was "merely to assure his English auditors that they need not worry about the United States asserting its right to the Panama Canal, and that the Monroe Doctrine was merely a trifling whim only to be referred to with a wink." And in *The Evening Journal* of the same city, the Hearst vials of wrath are poured upon the Ambassador and his chief:

> "The feeling of the United States is exprest in the Senate's protest against Ambassador Page's servile attitude toward England. . . . . . .
>
> "To have a combination snob and fool, speaking for the President of the United States, OFFICIALLY REPUDIATE THE MONROE DOCTRINE AND DECLARE THAT WE DO NOT TAKE IT SERIOUSLY, is a matter that the Senate may well investigate.
>
> "If Publisher Page were only representing himself or Professor Wilson it would be all very well for him to say, 'I do not say that you SHALL not kick me. I only say, humbly, that I PREFER not to be kicked.'
>
> "But it is a rather different matter for Uncle Sam to be presented at court, in a humble attitude, telling the British, who were driven from this continent by a handful of colonists, that the present nation of 90,000,000 would PREFER not to be kicked."


ENGLAND
SALVE
"HOW WE AMERICANS LOVE THE BRITISH"
AMBASSADOR PAGE

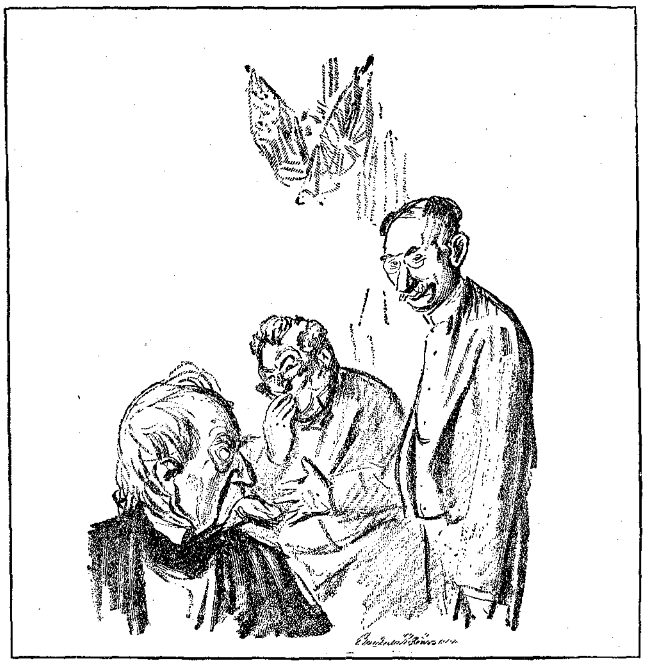
PILING IT ON.

—Ireland in the Columbus *Dispatch*.

Noting that Mr. Page was Woodrow Wilson's "intimate friend and business associate" before his appointment, *The Journal* concludes that "Page in all probability, and the English will so interpret it, was speaking not only as Ambassador, but expressing what he personally knew to be Mr. Wilson's sentiments."

Another anti-Wilson Democratic daily, Mr. James Smith's Newark *Star*, also inclines to the belief that "Mr. Page may have fulfilled instructions from the State Department"—

> "Repeal of the free-canal tolls was a sudden demand upon Congress. The country has not yet recovered its breath. Is it, then, incredible that the abandonment of the Monroe Doctrine should be the next step and that our Ambassador should be made the medium for information of the new policy?"



OUR AMBASSADOR MAKES A JOKE.

—Robinson in the New York *Tribune*.

But the New York *Evening Sun* (Ind.) can see no occasion for such indictments. If a Senatorial inquiry should disclose "the fact that Mr. Page was speaking with intention, and that his words are backed by the Administration, then it will be time to talk of a new phase of the Doctrine: not before." And we read further:

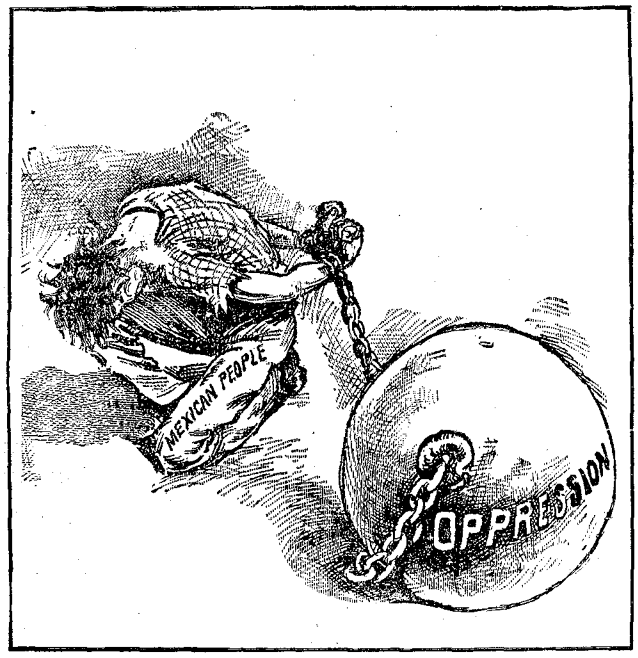
> "When an Ambassador speaks informally, there exists a presumption that he is endeavoring to express in sketchy and tentative form ideas which his Government wishes exprest. While it is doubtful if Mr. Page had this presumption in mind, and wholly unlikely that our Administration intended him to proceed as he did, the move for a Senatorial inquiry is of value for the very purpose of clearing this point.
>
> "It is a pity that factional motives should inspire the inquiry and give it the unnecessary color of an attack on the Administration. The determination of any matter concerning the Monroe Doctrine might well be allowed immunity from partizan attack."

Mr. Page, notes the Washington *Star* (Ind.), is the second Ambassador to England to provoke an inquiry by Congress. And his predecessor in this regard, it appears, was the last representative of a Democratic Administration. Says *The Star:*

> "Mr. Bayard, in the time of the second Cleveland Administration, made a speech at a public function in England which his countrymen, almost without regard to party, thought complimented the British people and their institutions at the expense of his own people and their institutions. An explanation was demanded, but the one made satisfied nobody. The matter was dropt because of Mr. Bayard's eminence and long public services at home.
>
> "Mr. Page is 'a new hand at the bellows,' and that may excuse his pumpings. The English, in their hospitality, insist on developing the oratory in an American Ambassador, and so the man in commission treads a thorny path. Mr. Lowell, Mr. Phelps, Mr. Lincoln, Mr. Hay, Mr. Choate, and Mr. Reid made the journey safely. But Mr. Bayard was scratched, and now Mr. Page has been."

LAND-REFORM PROSPECTS IN MEXICO

IF PEACE could once more be brought about in Mexico, it would seem that the long-needed measures of land reform might follow. For nearly every leader or party professes a belief in its necessity and a willingness to bring it about. If General Villa has his way "every man in the Republic who wishes it shall be given a little piece of land for his own; the great haciendas must go forever." "In the south," notes the Baltimore *Sun*, "Zapata has divided up the territory over which he rules into small farms for the people." Mr. Emeterio de la Garza, who wants strife ended by an impartial peace congress, declares that one essential condition is that Mexico "must solve the agrarian problem." President Huerta announces that as soon as he can he is going to distribute 10,000,000 acres of Government land to about that number of persons and to institute certain other land reforms.



"SHOULD WE FIGHT THIS MAN?"
—Sumner in the Detroit *News-Tribune*.

In short, every one seems to admit that the land question is largely responsible for the disorders. The fundamental trouble, declares the New York *Journal of Commerce*,

> "is the condition of abject dependence and poverty to which the vast majority are reduced by the concentration of landownership in a few vast estates, imperfectly cultivated for the enrichment of the owners and the impoverishment of the workers. The acquisition of the great haciendas and their division and distribution into small holdings, without absolute confiscation, is a difficult problem for a country in the condition of Mexico; but there are considerable government lands with which a beginning could be made with a view to some plan of extending transfers of possessions through official action."

Porfirio Diaz, says the New York *Tribune's* Mexico City correspondent, "recognized the necessity for a division of the great estates and Government lands, the latter comprising one-tenth of the area of the country," but "suggested no direct action." Afterward,

> "Madero promised reforms and then retracted them. Now Huerta has taken up the cry for national economic betterment and is pushing the project with all his characteristic energy and enthusiasm."

As soon as the military successes he expects give him the opportunity, Huerta, according to the *Tribune* correspondent, will divide up his 10,000,000 acres of Government land.

> "The States that would be affected are in the north, and the principal ones are Chihuahua, Sonora, Sinaloa, Coahuila, and Durango. Land in these five States brings now about $4 an acre. Huerta would have to condemn the land and fix the Government purchase price by a commission and then place the land at auction. It is on this feature that he counts much."

One rather important difficulty in the way of carrying out such a program would seem to be the fact that most of this land is now occupied by the Constitutionalists. But the Macon *Telegraph* thinks that if Huerta should succeed in making even "a small beginning, he will acquire a basis on which to make promises of extensive genuine reform, and no doubt he will thus strengthen himself with the masses in Mexico. Carranza has made such promises, but legislation and a beginning of the reform will enable Huerta to boast of actual performance, and this seems likely to give him a decided advantage."

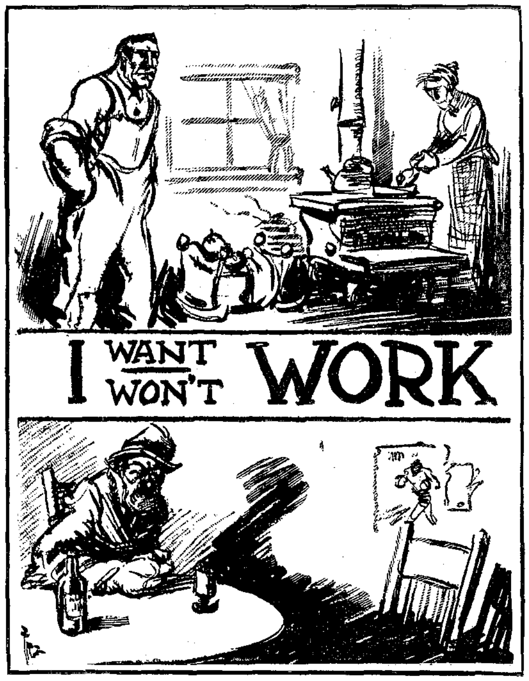
A former member of the Mexican Congress and one-time envoy of Huerta at Washington, Mr. Emeterio de la Garza, Jr., outlines in the New York *Sun* his plan for restoring peace through a peace congress called by a responsible committee representing all parties. He recognizes the importance of the land and peonage questions, saying:

> "We must solve the agrarian problem, allotting lands to the Indians, whose sole ambition and supreme happiness in life are to reach the state of small landowners, unable as they are to succeed in any other field. To be a small landowner is, in their belief, to attain the greatest well-being."

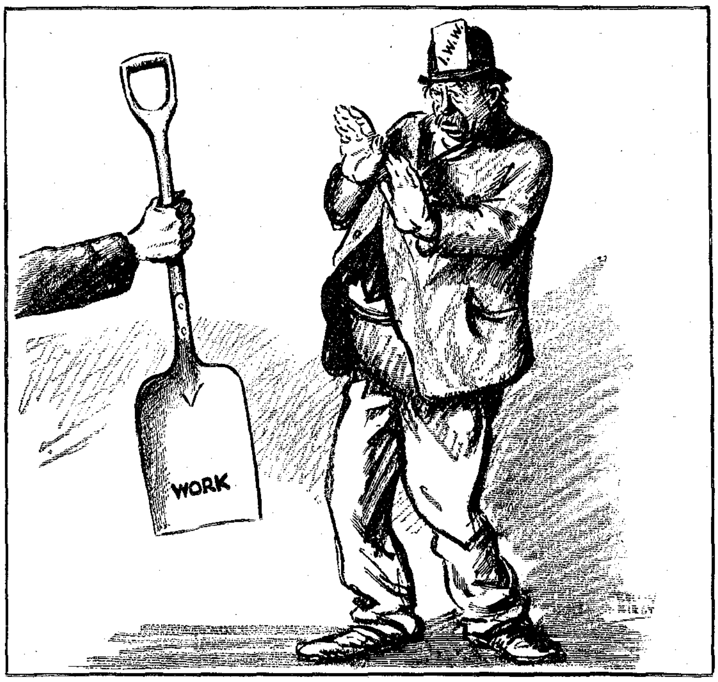
But while Huerta and Carranza wait for Congressional action, and others talk of reforms to be enacted years hence, Villa, remarks the Springfield *Republican*, is a "direct actionist." "He goes out and takes the lands and distributes by military decree." Villa's acts and policies were fully described in our issue of January 24. But certain explanations recently printed in our papers throw some light on Villa's motives. Before the Diaz régime, says the Chicago *Journal*, "landlordism in Mexico was mitigated by a sort of village communism, in which each settlement owned a considerable tract of land, which was either worked in common or parceled out to the different families of the community." But "under the Diaz 'registration law,' these time-honored holdings were 'denounced' by Administration pets, and went to swell already overgrown haciendas." So when Villa was remonstrated with for swooping down upon the rich landholders of Chihuahua with confiscations, executions, and imprisonments, he merely answered, "Remember the farmers of San Carlos!"

One authority who recognizes the need of land reform in Mexico sees little hope of its accomplishment. Mr. W. E. Carson offers, in the new edition of his book on "Mexico," one explanation of the fact that the recent revolutions have established themselves so readily in northern States. "It is in the north that most of the vast private estates exist, while in southern Mexico, to a large extent, the land has been divided among small owners." His pessimistic conclusions regarding the prospect of land reform follow:

> "As a matter of fact, a division of land would not solve the Mexican problem. Northern Mexico . . . abounds in arid, cactus-strewn deserts, which, however, become remarkably fertile wherever irrigation is introduced. Under present conditions it would be impossible for squatters to live on this land unless the Government, first of all, irrigated it at enormous expense. It would then be necessary to provide these native settlers with agricultural implements and the means of subsistence until they became self-supporting. Furthermore, owing to their idleness, improvidence, and utter lack of agricultural training, the present race of Indian peons could not possibly become successful farmers. Thus far it has been only the wealthy landowners who could afford to irrigate, altho it is true that in 1908 President Diaz's Government spent a large amount of money for irrigation work. While this, however, resulted in benefit to the well-to-do haciendados, it failed in its object of promoting small ownership. The solution of this problem is one that would tax the resources of even a Kitchener; and it remains to be seen whether any Mexican statesman will be equal to the task."



THE PROBLEM.
—Fitz in the St. Louis *Post-Dispatch.*



"NOT ON YOUR LIFE!"
—Kirby in the New York *World.*

SIZING UP THE JOBLESS.

LIVES AT $75

THREE YEARS after the Triangle fire in New York, in which, as one writer puts it, "148 lives were sacrificed to greed that violated law," the families of twenty-three girl victims agree to accept $75 as the price of human life, settling at that figure their claims against the liability company which covered the factory. "It seemed little enough, but, to be sure," remarks the New York *Evening Post* with grim irony, "they could console themselves with the thought that it was nearly four times as much as the $20 fine which Chief Justice Russell, of the Court of General Sessions, imposed upon Max Blanck, one of the partners of the fire, two and a half years after the fire, for keeping the door of another factory locked." Twenty-three settlements made on this paltry basis, and more, declares *The World*, are to follow. Why, it asks, and ventures this answer:

> "Because the criminal laws were not enforced against those who for profit ignored them.
>
> "Because the criminal laws were not enforced against public officers who neglected their duty to compel obedience to them.
>
> "Because civil law and civil procedure are too slow and too costly for the poor.
>
> "The claimants have been tired out. Their money and their patience have been exhausted. So far as personal guilt is concerned, the men whose methods made everything ready for the tragedy have gone free. So far as financial liability is concerned, the whole affair is in the hands of an insurance company, and stricken families are not well equipped to carry on expensive litigations with corporations."

And the Socialist New York *Call*, remembering that "the troubles of to-day crowd out the memories of yesterday," would recall to our minds how these 148 young lives "were destroyed in the most shocking manner, because their place of work was unsafe in construction, made still more unsafe by the action of their bosses in blocking their exit from the furnace." For this destruction, continues *The Call*, righteously indignant, "nobody was punished, neither Asch, the owner of the building, nor Harris and Blanck, the lessees. There were loopholes in the laws through which they escaped, one and all." In view of the $75 settlement, *The Call* thinks it well for New Yorkers to keep in mind the fact that the new State Workmen's Compensation Law "permits the liability companies to stay in the field of accident insurance."

THE "FARM-PRODUCTS" POST

THE LATEST EXTENSION of the parcel-post service will be welcomed by city folk and farmers alike, notes the Chicago *Tribune*, because it permits the shipment of farm products in lots of twenty to fifty pounds in ordinary crates and boxes and will in operation relieve both producer and consumer from the tender mercies of "an unscrupulous middleman." Another new ruling, it might be noted here, allows the attaching of duly stamped letters to parcels to insure their simultaneous delivery. The "farm-products post" is limited to the first and second zones, a distance of about 150 miles, and its purpose, to establish direct traffic relations between truck-gardener or farmer and the city purchaser, will, it is believed, reduce the cost of living for the one and add to the margin of profit for the other. As sales are managed now, a writer in the Louisville *Courier-Journal* says, "food products for which the farmer receives $3.24 on his farm are retailed in the city for $5.55." The new idea is attributed by this writer to a cooperation between Post-office and Agricultural Department experts, who calculate that the figuring of this sum under the parcel-post system will work out somewhat as follows: The farmer will prepay postage and accept $4.25 for the articles of food for which the commission merchants now give him approximately $3.24 and which they sell to the consumer for $5.55. Thus the farmer will pocket an increase of $1.01, and the city consumer will save $1.30 on each such purchase. The *Courier-Journal* correspondent goes on to say:

> "The Post-office Department, in the statement, declares that the new regulations should prove a 'boon to farmers and truckers.' Under the old regulations the crates and boxes of farm products had to be securely packed and were limited in size so that they could be placed in mail-bags. Under the new regulations the ordinary crates used for the shipment of butter, eggs, fruits, berries, vegetables, drest poultry, and other articles by express will be accepted, provided that the maximum weight of these crates is not fifty pounds. Packages under twenty pounds must be securely packed so that they can be handled in mail-sacks with ordinary mail."

While everybody welcomes a fight for business that "ought to influence the cost of living," it should, adds the New York *Press*, "be a fair fight in respect of charges by the railroads for parcel-post freight."

THE SIEGEL BANK CRASH—AND AFTER

A BANK that takes the pennies of the poor and the sick-fund of shop-girls, frankly uses it as "our own money" in a losing enterprise, and will employ the half-million now available to fight criminal charges, with "not one cent for depositors," reveals to our observant editors a gaping hole in the banking laws that needs attention. While the distressing human tragedy in the collapse of the department-store bank of Henry Siegel & Company, in New York and in Boston, draws from certain editors bitter comment on this "meanest failure of the time," others see in it the more practical moral that State supervision of private banks is an immediate necessity. Legislative efforts toward this end in New York State, according to press reports, are being fought by private bankers, who have had a lobby at Albany all during the past winter, tho it is also stated that some private bankers favor such legislation. In his message on the subject Governor Glynn refers specifically to the Siegel crash in these words:

> "Every new development in the investigation of the affairs of the large private bank in New York City which failed several months ago brings to light a new reason why immediate action should be taken to protect depositors in private banks from the disaster which befell the depositors of that bank.
>
> "It must be clear to every one now that the present law in relation to private banks gives no real protection to depositors, that while these banks use the fact that they are licensed by the State as an inducement for making deposits with them, the State has no effective means, under the present statute, to preserve the integrity of deposits.
>
> "The State occupies the unenviable position of being no more than the purveyor of bad news, the present law merely permitting the State to determine when a private banker is about to become insolvent. To permit such a situation to continue for an unnecessary day would be a mistake.
>
> "No personal regard for some of the private bankers or any insincere argument for delay should prevent the immediate enactment of legislation which will afford depositors in private banks the same protection which is given to depositors in savings-banks. The State can not afford to lend itself to the continued recognition of a business system attended with grave danger to thousands of its citizens."

The ruined bank had 15,000 depositors, we read, some of whom were employees in the stores of Henry Siegel and most of whom were poor people that lost their all in the failure. Even the money of the stores' sick-benefit fund, for the maintenance of which employees were assessed 2 per cent. of their weekly wage and 4 per cent. at Christmas time, went into the financial operations of the partners, whose activities are described by one indignant observer as "a form of mercantile enterprise that makes pocket-picking and sneak-thievery look respectable." An interest rate of 4½ per cent. was the great lure of the Siegel bank, and it is reported that among the charges to be brought against the indicted proprietors is one accusing them of paying dividends on the $2,000,000 of 7 per cent. preferred stock of the Siegel Stores Corporation from funds on deposit with Henry Siegel & Company. There is no prospect, press reports state, that the depositors will receive more than a small fraction of their money, because the bank had "no assets, no reserve, no security for 'loans' made to the Siegel enterprises." Deposits amounting to $2,700,000, it is charged, were used by Henry Siegel and his partner, Frank E. Vogel, and in their defense Mr. Siegel swore, while under examination, as follows: "We claimed that the money coming to the bank was our own money, and we had a perfect right to do with it as we liked." This statement leads the New York *World* to remark—

> "His 'understanding' was that banks and commercial creditors should be paid first, and that bank depositors came next in rank. The partners now profess to have $450,000 pledged to their use. Of this great sum they say in effect: 'Every dollar for our defense on criminal charges; not one cent for depositors.' It is idle, it is useless, it is wasting time to multiply words about these men, whose deeds and whose strange insensibility have shocked New York as it has not often been shocked. What they have done is done. The important thing to-day is: What they have done they did under the laws and with the permission, by neglect, of the State. Their guilt is New York's guilt."

Further, *The World* says that "no more gross and flagrant neglect of duty" can be imagined than will be the neglect of the present New York State legislature if it does not act upon the reform of the banking laws. And in the call for laws that "will once and for all close the openings for this kind of unauthorized banking," the New York *Journal of Commerce* joins, and adds:

> "Such a failure as is involved in the collapse of the banking end of the Siegel enterprise does more to shake the general popular faith in the soundness of existing institutions and methods of business than hundreds of speeches in Congress or multitudes of socialistic articles and books. It is an ocular demonstration that there is something wrong with present modes of industrial organization. The time has come to end such injurious influences."

Despite all the lawmaking these days to protect the "innocent investor" and to shield the "little fellow," says the Boston *Herald*, "a glaring loophole has remained, of which the Siegel failure affords proof"; while in urging reform of the banking laws, the Buffalo *Express* pleads:

> "Let the Siegel bank failure, with its very large losses, be the last of the kind in this State. Supervision is what is needed. It may be possible to punish bank managers who dissipate the funds of trusting depositors, but that does not get back the money. What the people need is the protection of their deposits."

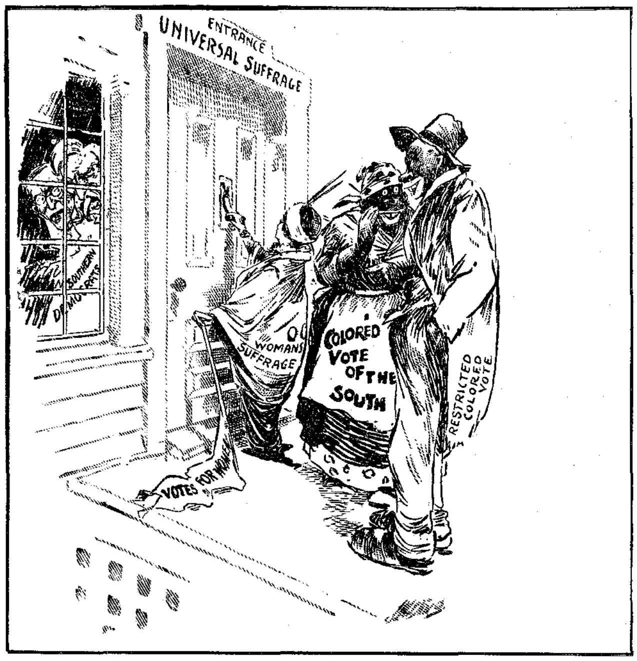
The bill to regulate the business of private bankers—which is being assailed by a lobby with the ammunition of $100,000, according to the press—provides for rigid supervision by the State Banking Commissioner of private banks, including those conducted by department stores in first-, second-, and third-class cities. Moreover, such banks are required to maintain a reserve fund equal in amount to 25 per cent. of the money on deposit. Of the lobby opposition to the bill, the New York *Globe* says:

> "In view of the scandalous disclosures attending the recent failures of several such institutions, we can not see how private bankers of integrity can do otherwise than join with the Governor in demanding the enactment of the legislation asked for. It would greatly redound to their own benefit by strengthening their banks and driving out of business many undesirables. It would indeed be a mistake for the State to continue to recognize for a day longer than necessary 'a business system attended with grave danger to thousands of its citizens.'"

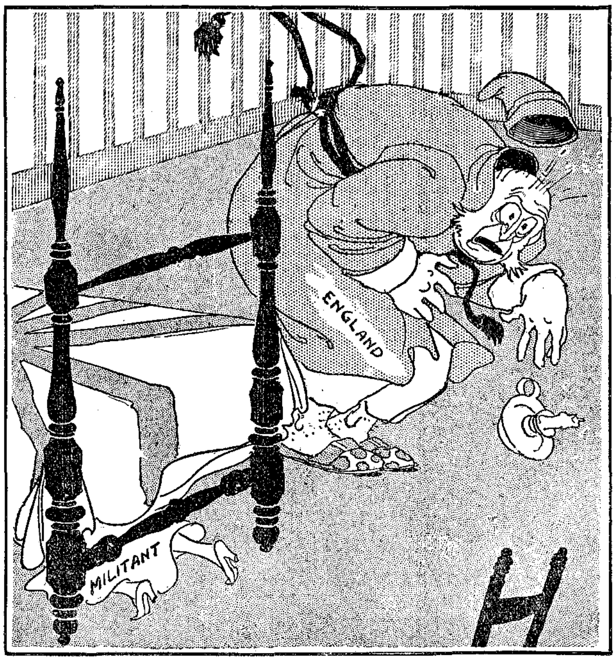
The New York *Tribune*, too, attacks the private bankers' lobby, arguing that "if the bill is a good one, and the public believes it is, it should be passed"; but if a bad bill, "it should be killed by exposure of its viciousness, not by devious lobbying and resort to legislative trickery." The New York *Sun*, in a discussion of the general provisions of the bill, points to the fact that—

> "The chief obstacle in the way of the enactment of the Van Tuyl Banking Bill is provided by the opposition of the small private banking interests, which will be brought under effective supervision and regulation when the bill becomes law. Reference to the public prints of recent date supplies all the requisite evidence to show how great the need of such regulation has become. It is unthinkable that such an important piece of general legislation as that represented by the Van Tuyl Bill should be held up on account of the unregulated community of small private bankers, who are the only body of various banking interests affected by the bill in which the opposition is able to muster anything more than a small minority."

And the whole question of private banking is summed up in a paragraph by the St. Louis *Globe Democrat*, which observes that "recent New York, Illinois, and Ohio events show what an anomaly a private bank is in this land and time."



WHY DEMOCRATS DON'T WANT TO OPEN THE DOOR.
—Darling in the Des Moines *Register and Leader*.



A WOMAN UNDER THE BED.
—Webster in the New York *Evening Sun*.

SUFFRAGE PERPLEXITIES IN TWO LANDS.

THIS DRUG-ENDANGERED NATION

LITTLE STIR has been made by the alarming statements about the drug evil till lately, perhaps because most of us see few of the "dope fiends" and have an idea that the men and women who are giving their lives to the war on such evils are prone to magnify them. But now the problem is engaging the attention of so many physicians, legislators, writers, and social workers, that our newspaper editors are beginning to demand somewhat forcibly new laws, and the enforcement of old ones, to curb this evil. With the cocain habit practically unrestricted, and the opium-trade flourishing in spite of the laws meant to regulate it, the United States, declares a writer in the New York *Sun*, has now "distanced every other nation in the world in the volume per capita of its illegitimate drug consumption." And we read further:

"The commerce in cocain, heroin, morphin, and opium now approximates the opium traffic of 1906 in China—history's most notorious example of a drugged nation—when after two hundred years of its commerce in opium 6.5 per cent. of China's population were found to be opium-smokers. With the aid of practically every civilized nation in the world, China has to-day reduced that figure to 4.1 per cent., while in the United States twenty years of practically unrestricted traffic in drugs has made drug addicts of 4.45 per cent. of the population.

"Not only is the United States the scene of the world's greatest drug traffic, but cocain and heroin, whose illegitimate use is peculiar to Americans, are among the deadliest of the world's habit-forming drugs. . . . Opium, morphin, and hasheesh send their victims searching for solitude, but a sniff of cocain, after lifting its victim into a half-hour's rosy overestimation, drops him into the streets and alleys in a state of dangerous melancholia. So brief is the drug's effect that it takes from $4 to $5 a day to satisfy a cocain addict—more money than any other drug addiction exacts. That's why 'coke' produces more criminals in the city of New York than any other single cause."

Bad as this is, it is growing worse, as evidenced by our increasing importation of coca leaves, "the only source of cocain and the product of a shrub which can not be grown here."

"According to the American Pharmaceutical Association the coca import from 1898 to 1902, inclusive, was valued at $83,214; from 1903 to 1907, inclusive, $1,616,690. The present annual consumption of cocain is 200,000 ounces, of which 92 per cent. is used illegitimately."

Expense evidently fails to deter the victim. As a result:

"Its enormous profit explains the growth of the cocain business. An ounce of cocain, wholesale, costs about $4. Divided into pink pill-boxes and blue bottles, the ounce is sold without adulteration for from $20 to $25 to those who use the needle and know the difference. Adulterated heavily with acetanilid it is sold to 'sniffers' for from $40 to $50 an ounce, and half-crazed fiends on the verge of the 'cocain leaps' can be made to yield even greater profit. Thus profits ranging from 500 to 1,500 per cent. on the investment have entrenched the cocain business on a nation-wide scale."

But we are not to believe that the only cocain fiends are crooks and their associates. Dr. Charles B. Towns, a New York authority, is quoted as saying that "the wide-spread use of cocain in the comparatively short period of time since its discovery has been brought about by patent preparations containing small quantities of it." Then, to take the *Sun* writer's word for it, "25 per cent. of America's drug addicts learned their vice in a doctor's office." And further, "the use of drugs has crept into colleges, where students take them to counteract the effects of overwork; they have crept into the Army, where soldiers take them to counteract the effects of underwork." Writers use them to "whip their inventiveness to action." "Waiters use drugs to quicken their memory," and "it has been estimated that 15 per cent. of all the medical men in the United States are drug addicts." Worst of all, "school children, even at the ages of seven and eight, are offered cocain and heroin by pedlers about public-school buildings." Turning in another direction we see that

"In that section of civilized society known as the underworld, cocain addiction is practically universal. Under its influence are most of the daring crimes committed. 'Most of the attacks upon white women of the South,' says Dr. Christopher Koch, 'are the direct result of a cocain-crazed negro brain.' Thousands of dingy hovels are scattered through the negro sections of Southern cities where 'snow' is retailed in dime boxes through back doors which are prevented by chains from opening more than three inches."

In New York City, we are informed, "there is practically no restraint upon the commerce in habit-forming drugs"; as a result, according to one physician, "there are ten deadly drug cases to one of alcoholism." So it is not inappropriate that Mrs. W. K. Vanderbilt, Sr., should have begun to finance an antidrug campaign which will first concern itself with the passage of necessary Federal and State legislation; for "present

State legislation is practically nil, and there is no Federal legislation, save in the case of the opium traffic, which, instead of being killed thereby, has been increased, it is asserted." A restrictive measure is now before the New York State legislature. All very well; but the trouble is, says the New York *Commercial*, "that such laws can not be made effective unless similar measures are passed by the legislatures of other States." And the New York *Globe*, seeing the same difficulty, would find a remedy in Federal action—"Congress should act without further delay and enact a drastic law not only to cover the present known habit-forming drugs, but comprehensive enough to provide for any new drug that may come into existence." "Restriction of some sort is obviously desirable if the state of affairs is half as bad as it is represented," admits the New York *Sun*. Only, it continues, "instead of tinkering everlastingly with the law, it would be prudent to find out the reasons for the failure of the law as it stands. . . . Having failed to check the illegitimate use of drugs by legislation, the reformers are now for more legislation, and apparently some of them do not care very much whether it interferes with legitimate uses or not." The Government has one weapon now, several editors note, since "habit-forming drugs such as opium and its derivatives are excluded from the mails." The Post-office Department, says the New York *Commercial*, tries to justify its prohibition of the transmission of such drugs by firms in trade

> "by showing that a large number of practising physicians in this country are evidently violating the law by selling such drugs to the unfortunate victims of the habit. This is the severest arraignment of the medical profession that has yet been made public. If it is true that physicians are the chief dispensers of habit-forming drugs in an illegal and even criminal manner, more vigorous measures should be taken to expose their criminality and to drive them out of business. Physicians are permitted to enjoy certain exceptional privileges, and the breach of faith toward the general public involved in the illegal sale of habit-forming drugs by them is a gross outrage."

The cheapness of these drugs and the ease with which they can be obtained in all parts of the country fairly amaze the New York *World*—

> "Cocain and its allied intoxicants appear to be about the cheapest things in the market. They are seemingly cheaper than whisky, cheaper than beer, cheaper in proportion to the effects than tea or coffee. Even in the old days of untaxed whisky, when spirits of local distilling could be had for five cents a glass, the price of intoxication was never so cheap as now.
>
> "It is evident that there is either an enormous amount of these drugs smuggled into the country, or else that some adroit chemists know the secret of furnishing substitutes that do twice the work for much less money."

TOPICS IN BRIEF

TEXAS acts sometimes as if it regretted annexation.—*Kansas City Star.*

DOLLAR diplomacy was at least better than none at all.—*Wall Street Journal.*

THERE is some danger that a watchful waiter may become an innocent bystander.—*Toledo Blade.*

PERHAPS Miss Richardson thought the signature on the Rokeby Venus was "Vel-Asquith."—*New York Press.*

SOME refer to America as "the melting-pot." Others regard it as the great political pie-oven.—*Washington Star.*

WORSE things may happen to pictures in England than having American plutocrats buy them.—*Springfield Republican.*

A HARVARD professor declares that the bald head is hereditary, but most of us recover from it soon after birth.—*Boston Transcript.*

THE suspicion grows that Andrew Carnegie, in a last desperate effort to die poor, is financing the Federal League.—*Boston Transcript.*

INSTEAD of "looting" the New Haven, Mr. Morgan seems to have considered it one of his pet philanthropies.—*St. Louis Globe Democrat.*

WHO said money was scarce? The First National Bank of Aurora advertises: "Money to loan to farmers for feeding cattle."—*Chicago Tribune.*

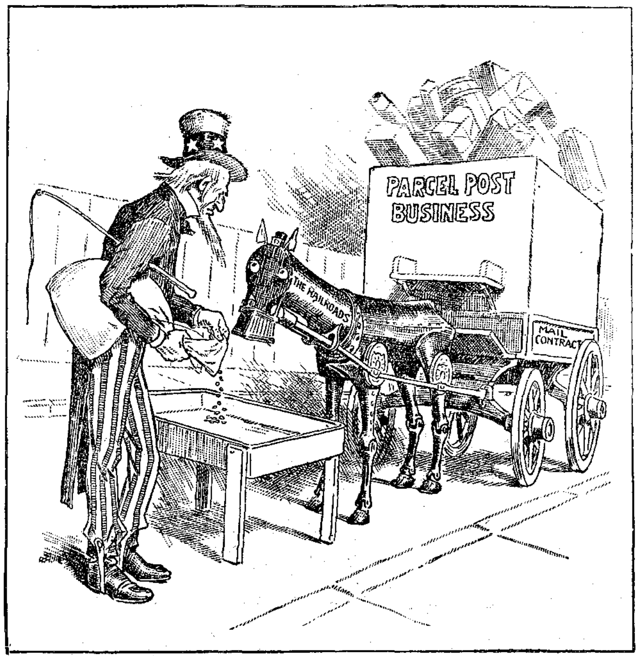
EVERY Mexican rebel is to have a plot of ground when Villa wins. Villa has already presented small plots to several foreigners.—*Philadelphia North American.*

BRYAN says he is in favor of voting by mail. The most burning suffrage question at present, however, is: Does he favor voting by female?—*Houston Post.*

THE Pennsylvania Railroad is to spend a million dollars putting its wires underground. The poor railroads nowadays need all the underground wires they can get.—*Boston Transcript.*

THE administrators of twenty-three victims of the Triangle Waist Company fire have settled their claims for $75 apiece. The total is $1,725, which is less than fire-escapes would have cost, after all.—*New York Tribune.*

POSSIBLY the Administration has reasoned it out that if intervention can be staved off until the baseball season opens, the American public with one voice will insist upon its further postponement until the world's championship series has been played off in the fall.—*New Orleans Times-Democrat.*



STARVING HIS HORSE.
—De Mar in the Philadelphia *Record.*

MARCH will probably go out like a Bryan ultimatum.—*Detroit Free Press.*

AT any rate, Harry Thaw has won a partial victory over the income tax.—*Washington Post.*

THERE are indications that our Mexican policy is becoming one of Wrathful Waiting.—*Brooklyn Eagle.*

THOSE who invested in his bankrupt department stores are wanting to "fight mit Siegel."—*Washington Post.*

THE very latest from Washington indicates that we are not going to declare war on Texas.—*New York Press.*

TO be hoped that Counsellor Moore left a few predigested opinions at the State Department.—*Wall Street Journal.*

AN aviator reports 38 degrees below zero at 15,000 feet above, which looks like a striking example of extremes meeting.—*Boston Transcript.*

IF Secretary Bryan never discusses the Mexican situation on Sundays, he might at least take that day to think about it.—*Wall Street Journal.*

CONGRESSIONAL action abolishing the tobacco coupon will fall as a crushing blow upon the poor fellow who only needs 2,768 more.—*Boston Transcript.*

PERHAPS Ambassador Page would get along better if he submitted his speeches to Editor Page before delivering them in public.—*Chicago Record-Herald.*

BILLY SUNDAY doubtless consoles himself with the thought that nobody will ever be led astray by the money he takes away from Pittsburg.—*Washington Post.*

SOME of those statesmen who passed the Alaskan railroad bill can hardly wait until they are able to begin appointing the brakemen and conductors. —*Boston Transcript.*

THE Japanese Diet is to cut $35,000,000 from the proposed naval appropriations. The question is whether this direct slap at Captain Hobson is not sufficient cause for a declaration of war.—*New York Evening Post.*

THE recent eclipse of the moon was visible in South America, and, if some of the natives got the idea that Colonel Roosevelt did it, he probably let 'em think so, so as to avoid a controversy. —*Columbus Ohio State Journal.*

THE Kentucky house of representatives has voted in favor of a constitutional amendment providing for State-wide prohibition. Are there no colonels in the Kentucky house of representatives?—*Chicago Record-Herald.*

FOREIGN COMMENT

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SULGRAVE MANOR, ANCESTRAL HOME OF THE WASHINGTON FAMILY IN ENGLAND.

Purchased for permanent preservation by the Anglo-American committee in charge of the celebration of the century of peace.

WASHINGTON NOT WANTED IN WESTMINSTER ABBEY

THE CLOSE of one hundred years of peace between the United States and England will be celebrated by Americans and Englishmen all over the world. The old manor-house of the Washington family is to become a museum and a monument of our first President, and naturally the name of the man who was first in war, first in peace, and first in the hearts of his countrymen, and who as a child slashed the cherry-tree but would not tell a lie, leaps to the memory of all. So high has the enthusiasm risen in Britain over the military skill and statesmanlike wisdom of Washington that one London paper suggested that his statue be placed in Westminster Abbey among those great builders of that British Empire whose expansion he was so successful in checking at Yorktown. The American committee on the centenary celebration offered to provide a suitable bust for this purpose, but it seems there are too many of the British who can not or will not forget Yorktown and the French fleet hovering as an outpost in the bay. Among these is the editor of the London *Outlook*, who appears to blame Washington for all the horrors which formed the sequel to the War of Independence, forgetting that privation, wounds, and other suffering were found at times in the camp of the victors as well as of the vanquished. To quote the opening sentences of his rather acrimonious utterance:

"A proposal has been made by a certain Sunday newspaper that a monument to George Washington should be erected in Westminster Abbey. We are given to understand that by this tribute we shall complete the edifice of good-will to be created by the celebrations of the centenary of peace between Britain and the States. At last the homage of England will be without a flaw. Britannia is to put her head under the feet, or between the knees, of that son of hers who renounced his allegiance to her and persecuted those of her children whose faith endured, and then we may receive—not the contempt, as we might naturally expect—but the kind toleration of the present citizens of the great Republic.

"In these days, surprize is a sensation almost entirely unknown. In the sphere of politics certainly nothing is too incongruous to be suggested. But if any suggestion could revive the lost capacity for astonishment, it would be this, for its adoption would mean the conversion of Westminster Abbey into the scene of a permanent and visible outrage upon all the loyal and imperially minded inhabitants of the Dominion of Canada. Of the British Empire Canada is the noblest arch. As she spans a continent, as she links two oceans, so her history spans the great disruption and joins the glorious sacrifices of the past with our present hopes of the future. And the blood which beats most strongly in the veins of Canada is the blood of the United Empire loyalists—of the men, that is, who endured cruel persecution, bitterness indescribable, foul ignominies at the hands of a rabble, confiscation of property, ruin, hardship, and despair, rather than desert the flag of their forefathers."

After sketching the hardships endured and the struggle sustained by those loyalists who preserved Canada to the English Crown, this writer declares:

"Even when peace came, when the treaty recognizing the independence of the United States was signed, the loyalists were not forgotten. Definite provision was made for the return of forfeited property. But when the former owners went to claim their stipulated rights, not alone was the faith of treaties broken, but its destruction was accompanied by outrage, by deadly insult, even by death. For of those returned loyalists numbers were tarred and feathered, and others were shot. They were ruined, and they died, for the Empire. They were ruined, and

THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

SERIOUS SIDE OF AFTER-DINNER DIPLOMACY

WELCOME AMMUNITION is furnished to the critics of the Administration by the after-dinner speech in which Ambassador Page gave a British audience his idea of the Monroe Doctrine, assured them that they would profit most by the Panama Canal, and said it was a pleasure to think of their increased sales to us under the new tariff. One of the most caustic of these critics, Senator Chamberlain, of Oregon, even secured the passage of a Senate resolution calling for particulars from our Envoy to the Court of St. James's. Yet President Wilson and Secretary Bryan have shown no signs of perturbation, and, according to the New York *World's* correspondent, they can see nothing impolitic in the language used by Mr. Page. Nor do the editors of the London dailies, who rejoice to find in the vexation of some Americans convincing evidence of a national lack of sense of humor. And some other Americans remain equally calm. As one man writes to his daily paper: "The unhumorous English, with great good sense, devoted only a few lines of summary to it in this morning's journals"; but "the humorous Americans have thought it necessary to institute a Senatorial inquiry, to hint darkly at danger, to devote editorials to Mr. Page's ghastly humor, to unfurl the Stars and Stripes, let the eagle scream, and declare that Americans never, never shall be slaves." There was nothing in what Mr. Page said "calculated to disturb the comity of nations or embarrass Congress in the discharge of its duty," avers the Washington *Post* (Ind.), which is inclined toward the belief of *The Times* (Prog.), of the same city, that if the United States Ambassador to England "isn't permitted to jolly his neighbors, he might as well come home." Such, too, are the sentiments of the New York *Times* (Ind. Dem.) and *Telegraph* (Dem.). Mr. Page's "pleasantry," in the opinion of the New York *Journal of Commerce*, was quite harmless. As for his reference to our pleasure in building a canal by which the British will profit most, why, what of it? queries this paper, since "there is no doubt that for a long time to come the British will profit most by it, and we have no reason for being sorry." It is a pity, according to a Chicago *Tribune* (Prog.) editorial, that "Ambassador Page evidently can not or will not keep constantly in mind the great truth that an American Ambassador to Great Britain, to be popular at home, must be unpopular in London." And *The Tribune* cries out with mock resentment upon the "insidious" English who "ruin our ambassadors" and "destroy their manliness and Jeffersonian independence."

"THE SPEECH WAS INNOCENT ENOUGH, WASN'T IT?"

But the Ambassador's critics see it far otherwise.

Yet among those who do not sympathize with the efforts to embarrass the Administration or with the darker aspersions cast upon Ambassador Page, are some who admit that he might have been more discreet. It seems a pity to the Charleston *News and Courier* (Dem.) "that Mr. Page did not stop to consider that a strong effort is now being made in this country to persuade the people that the Administration's attitude on the

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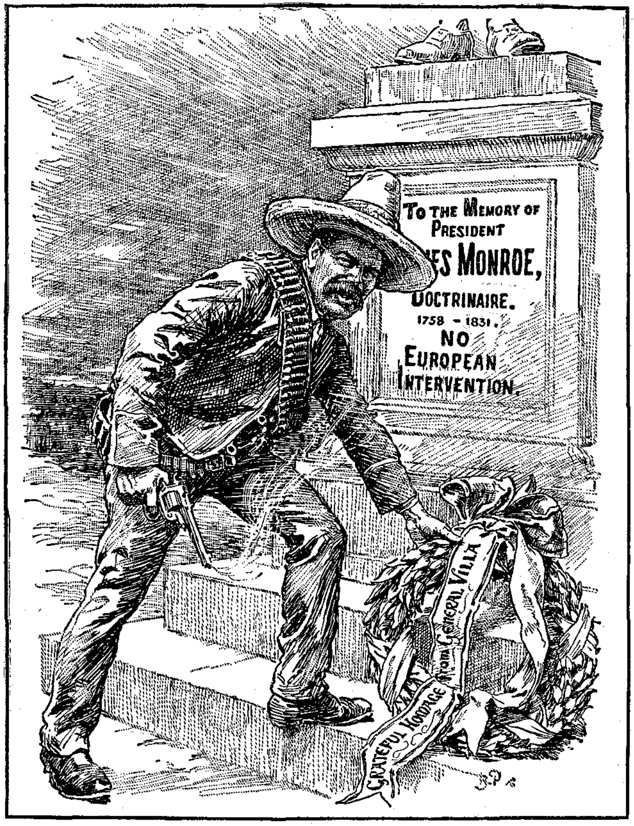
Entered at the New York Post-office as Second-class Matter.

they died, for the Flag. Let us forget them now. It is our little way.

"This, however, is far indeed from being the whole story of the United Empire loyalists. While the war was still raging, many thousands of them, expelled from their homes, passed into Nova Scotia and into New Brunswick and it is from these and from their like who settled elsewhere in Canada that the heart and soul of the Dominion may be said to be derived. For a modern Canadian has no prouder boast than that he is descended from those heroic Imperialists of an earlier day. The last of those pioneers must have died a century ago, yet, being dead, they still speak, and it was their voice which saved glorious Canada from absorption into the States, when, with the benevolent assistance of the then British Ambassador of the present British Government, the astute citizens of America strove to draw in the Dominion through the open door of trade."



A DEVOTEE OF "THE DOCTRINE."
—*Punch* (London).

All this is attributed to the anti-British sentiment of George Washington, whose ancestral home in England is now, by the irony of fate, to become the shrine of pilgrimage to Americans, Englishmen, and Canadians. To quote further:

"Now the head and front, the inspirer and dictator, of the movement which produced all the persecutions, all the foul treachery, all the brutality which the United Empire loyalists endured, was George Washington. So in the fulness of time it is proposed now to rear a monument to him in the very shrine of our race, in order to gain the esteem of his present countrymen, who must be strangely constituted indeed if for such a cause they give it. Contemporary writers relate the desperate privation which fell on the loyalists on the desolate shores to which they had been transported. They tell of long rows of weeping women—nay, that even men, 'strong and proud,' reduced by starvation and exposure, and the spectacle of what those dear to them suffered, wept also. Suppose that suddenly to these sorrowers had been vouchsafed a vision of Westminster Abbey in 1915 with a gorgeous ceremonial in process to celebrate the unveiling of a memorial to the chief of those who had brought these things upon them? Are we to have a monument to Washington in the Abbey, but none to the men and women and children who were his victims? Then let us be logical for once and erect another monument to the late President Kruger. Equally with Washington, he had the two necessary qualifications: He was the mortal enemy of England, and he persecuted a British population. What more is requisite?"

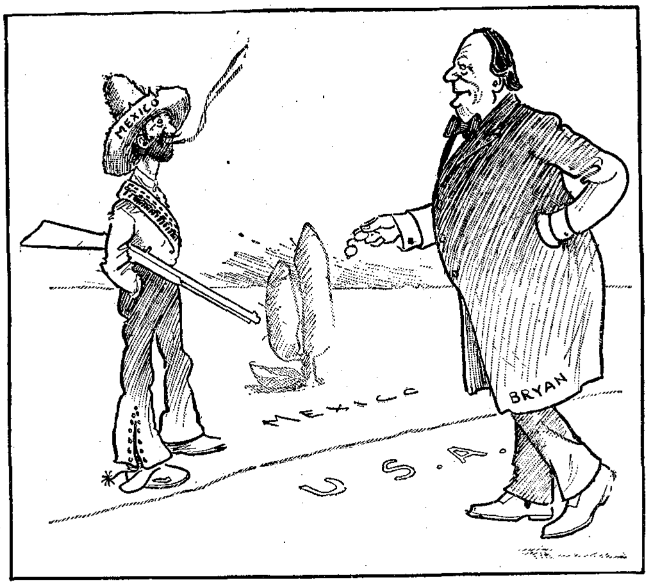
FRENCH PITY FOR OUR MEXICAN ERRORS

THE EUROPEAN PRESS almost universally condemn President Wilson's handling of the Mexican problem. He is said to have tried to impose the standards of a civilized state upon an Indian Empire just as if he had gone into Central Africa and expected to find a condition of civilized order, or had visited Madagascar and lifted his hands in holy horror on witnessing the feuds and fights between clans of Hovas and Betsimisarakas. While the London *Outlook* thinks that he has complicated matters by lifting the embargo and speaks bitterly about it to the effect that "there has been nothing so cruelly immoral and so cynically cruel in the history of the world," other papers generously treat the President and his Secretary of State with more consideration, and charitably but pityingly put the mismanagement down to want of training and experience, or sheer ignorance of the condition of things south of the Rio Grande. The leading paper of Paris, the *Temps*, deplores the way in which French interests are being sacrificed in Mexico, but puts it all down to our President's "mistakes." There are, we are told, millions of French dollars invested in Mexican government bonds, in banks, railway stock, electric roads, factories, and industrial enterprises, and particular regret is exprest that the days of Porfirio Diaz are past. Of American indifference to French interests we read:

"It is well to recall what France has done for Mexico in exploiting mines and natural resources, all the more because the United States has systematically ignored the part played by us in developing the natural resources there. If you open an American guide-book to Mexico you will find that everything is treated in detail excepting the French colonies and the enterprises of the French."

The writer proceeds to ask how the Americans have made such a failure in dealing with Mexico, and tries to explain what he styles "the imprudent and ill-informed policy" of President Wilson by pleading his ignorance of the country. He then states certain facts of which he thinks our President was unaware:

"In order to appreciate the situation, it is necessary to bear in mind that Mexico is not a Latin Republic. It is an Indian Empire. A Latin Republic!—such is the description complacently given the country by the Latins of Europe and half disdainfully accepted by Anglo-Saxons.



HIS BEST PLATFORM MANNER.

SECRETARY BRYAN—"I may say I am most annoyed, and if you do not immediately reform I hesitate to say what I may not be inclined to decide perhaps." —*Herald* (Montreal).

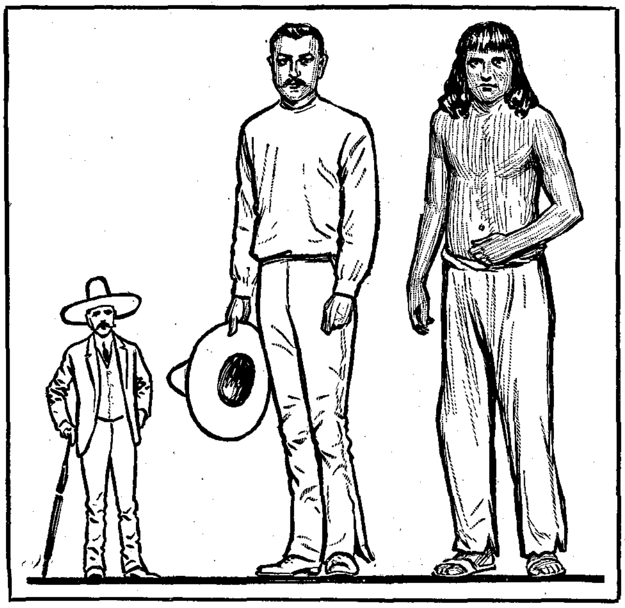
"Both of them are radically mistaken. Of a population of 15,000,000, Mexico contains:

White races	3,000,000
Half-breeds	6,000,000
Pure-blood Indians	6,000,000

"But even the whites are not all of absolutely pure blood. Without including the half-breeds, it may be said that some Indian blood flows in the veins of the majority of Creoles."

The Spanish conquest has scarcely a memorial in Mexico, he adds, and European Spaniards are detested there. To quote his words:

> "The first thing that strikes a traveler on his first trip through Mexico is the surprizing absence of all memorials celebrating the Spanish conquest and occupation.
>
> "The marvelous epic of Hernando Cortez and his knights—their wild adventure, a very poem of romance, unparalleled in the history of the world, and which even mythology could not have invented—shows us the conquistador, with his seventeen captains, his four hundred infantry, and seven culverines traveling the tropical lands and swamps of Vera Cruz, climbing mountains as formidable as they were unknown and attacking the Aztec Empire with its army of a hundred thousand men. Of this epic what vestiges are found in Mexico of to-day? Some names given to places and rivers during the Spanish domination. Not an inscription on stone celebrates their memory!
>
> "But in the middle of the triumphal avenue which leads from Mexico City to the Presidential castle of Chapultepec is set on a monumental pedestal the bronze statue of Cuanhtemoc, the last Aztec Emperor, whom Cortez put to the torture. He stands up, in colossal proportions, in the grand costume of an Indian chief, his head surmounted by a feathery plume. Bas-reliefs show the companions of his struggle and his misfortune, and the inscription at the base of the monument runs as follows:
>
> "'To the memory of Cuanhtemoc and of his warriors who fought heroically for the defense of the country.'"



ELEMENTS OF THE MEXICAN "REPUBLIC."
Whites, 3,000,000; half-breeds, 6,000,000; Indians, 6,000,000.

The *Temps* thinks that President Wilson should have considered all these things and not have expected from Mexico the exact diplomatic etiquette and niceties of governmental propriety, which are exacted by and from more civilized countries. In fact, he should have recognized Huerta.

The eminent French writer, M. Léon Bourgeois, in his "Mexico in the Twentieth Century," goes out of his way to show that the Mexicans are not to be judged by the American or European standards. Can that be called a republic where 8,000,000 out of the 15,000,000 can neither read nor write? We can not insist on civilized usages, he holds, in a land where, "according to the most authoritative Mexican writers, the popular vote is merely a nominal right, rather than the full and free exercise of the national sovereignty." Mr. Bourgeois gives a vivid and picturesque account of the original rulers of Mexico from the time of her independence up to the days of Porfirio Diaz. They were reckless bandits like Rob Roy, whose motto was that he should take who has the power and he should keep who can. Their "captain" or "general" was a replica of the captain of robbers in "Gil Blas"—a vulgar and unscrupulous bandit. This picture throws a vivid light on the character of the "Republic":

> "Up to the reign of Diaz the first rascal who presented himself was entitled captain, commandant, or general. He placed himself at the head of his bandits, requisitioned mules, stopt the mail-coaches, robbed or killed the passengers, posed as a popular hero, and almost considered himself a redresser of wrongs. The terrified property-owners paid their scot to him as the price of immunity."—*Translation made for* The Literary Digest.

FOR AN ANGLO-GERMAN ALLIANCE

IT IS REFRESHING to find in one of the most influential organs of Berlin an article in which a powerful German publicist lays aside for once the weapons of criticism and contempt which are generally assumed in dealing with the question of Anglo-German relations. Professor Schiemann, who occupies the chair of history in the University of Berlin and reviews current events week by week in the *Kreuzzeitung*, has startled Europe by proposing an alliance between England and Germany. There are two facts that give considerable significance to this proposal. The paper to which Professor Schiemann is a constant contributor is the organ of German conservatism and has seldom been distinguished for its love of England or any antimilitaristic sentiment. At the same time, the writer of the article is a scholar who is reputed to be in close touch with the highest political circles of Berlin. The Professor, after referring to the peaceful settlement of German and English relations in Africa, where their territories are contiguous, says, "Why not pursue the same pacific policy in Europe?" To quote his words:

> "Just as in Africa, so in the whole world it ought to be quite possible to come to an agreement over the interests of Germany and England which would be to the advantage of both parties and benefit the world at large. Against this agreement there is nothing more than some foolish conflicts of opinion by no means based on the divergences of essential, material, or ideal interests. If we clearly regard these divergences we shall find that they have no real existence excepting in the imagination of those who, through the good or bad fortune of our times, have been called upon to direct the foreign policy of the several nations they represent. It is natural that each side should blame the other, and that both in Germany and in England the spirit of recrimination should be mutual. In actual fact this spirit is just as likely to be changed into one of mutual toleration and regard as to burst out into actual conflict. All that is required now is some master mind, some leader who should direct with courage and conviction the feelings of both countries to a pacific and harmonious assimilation."

Perhaps Professor Schiemann is the very leader needed by Europe at this present moment. The storm-clouds of imminent war, or international friction, are oscillating between the east and west of Europe, and, as this writer says, it is painful to see two of the most powerful nations in the world biting their thumbs at each other; but the time, he adds, has arrived when reason and reflection must bring peace and union:

> "I am convinced that to-day brings a fitting occasion for adopting the right policy by which all the difficulties of European international relations would be conducted into the channels of peaceful and wholesome development. The policy I would advocate would be an Anglo-German alliance. It would solve in a truly ideal manner the rivalry of armaments; it would put a stop to the exasperations of the Franco-German quarrel and the aggressions of Russia, while at the same time deciding the fate of Islam, furthering Moslem progress and civilization and the intricate problems connected therewith. But for this policy a strong will, wielded by a strong man, is needed, who will rise above all the promptings of personal vanity and sensitiveness. A clear head, a sober judgment will be required to overcome the obstacles created by the errors of the past. Is it Utopian to suggest that these ideals must eventually crystallize into facts?"

GERMAN LOCOMOTIVES FOR ENGLAND

ON THE HEELS of the announcement that an American has been chosen to manage the Great Eastern Railway comes the news that German locomotives are to haul British passengers on a British line. Nowadays there is a great talk about British decadence. British admirals and British generals run down their own ships and armies, and we see a British Premier running away before the brickbats and abuse of a female rabble. The *Frankfurter Zeitung*, however, an important trade organ, does not take occasion from these circumstances to twist the lion's tail, but calmly tells us:

> "For the first time in railway history German locomotives are to come into use in England. The South Eastern & Chatham Railway has given a contract to the great Borsig machine-shops at Tegel, near Berlin, for the construction of ten powerful locomotives for the working of their continental boat-express traffic. The only foreign locomotives which England has hitherto employed have been heavy freight engines from America. We learn that the order is sent to Germany because the locomotive-manufacturing trade in England is so flourishing that the punctual delivery of new orders could not be guaranteed. Besides, German locomotives are much cheaper."

Commenting on this statement the London *Pall Mall Gazette* declares:

> "The placing of this contract is of more than ordinary importance, for altho some nine years ago the Great Central, Great Northern, and Midland companies introduced a number of good locomotives which had been built at the Schenectady works of the American Locomotive Company and at the Baldwin works, Philadelphia, and the Great Western Company introduced into their Paddington-Plymouth express service an experimental De Glehn locomotive, built at the Belfort works, France, of the Société Alsacienne de Constructions Mécaniques, no German-built locomotives have ever been imported into Great Britain with the exception of small narrow-gage engines for contractors' purposes.
>
> "Certainly none has ever been used for main-line service on any railway system in Great Britain.
>
> "In explanation of the placing of this order in Germany, it is stated that, owing to the present prosperity of the British locomotive and railway rolling-stock industry, sufficiently early deliveries could not be guaranteed by the leading builders in this country, quite apart from the more favorable price quoted by the German builders."

"The building of locomotives is one of the least progressive branches of engineering," declares the Manchester *Guardian*, which admits that "it has nowhere been slower than in England." "Yet the ordering of German locomotives by an English railroad," continues this paper, "illustrates the healthy trade of our private locomotive-building trade." To quote further:

> "With comparatively few firms in the business, Great Britain builds locomotives every year for most quarters of the globe in competition with other engineering nations. In material and workmanship the British locomotive is second to none, but nevertheless the real surprize is that more British orders do not go abroad. This is so because the custom of our large lines is to build their own engines, and our private builders are unprepared—and could not economically be other—for any sudden home demand. It speaks well for their resource that only a very few of our railways' extraordinary orders have had to be turned away in the whole course of railway history. That the new engines are to be made strictly to the company's own design has been advanced as tho in extenuation of something otherwise not quite patriotic. If any extenuation were required, surely a better one would have been the giving of a free hand to the Germans to do their best in their own way to meet and conquer the conditions on the English line; for almost every one of our railways already has to thank Germany for certain improvements in design which, afterward, they have rather tardily adopted. To grudge the Germans this order were playing dog-in-the-manger. To give them an order of the same trivial size every year, but leaving them such freedom that the result would really be a foreign engine and not a British engine built abroad, might even be good business in the end for the traveling public."

ITALIAN EMIGRATION TO TRIPOLI

THE FLOW of Italian emigration to America, North and South, may cease or diminish materially if the Italian Government succeeds in its plan to keep its wandering sons under its own flag by diverting the stream into the newly won provinces in North Africa. Tripoli is something more than what an Italian Socialist and pacifist deputy styled "a mere series of sand-banks." Cyrenaica is a table-land whose capital, Cyrene, was famous for its importance in the days of Greek preeminence as the home of art, literature, and philosophy; and it is a land flowing with milk and honey. And many other parts of Tripoli are capable of being cultivated. There are mineral treasures to be exploited, and through the port of Tripoli a stream of commerce may be made to run between Africa and southern Italy. We gather these details from a speech of Mr. Bertolini, Italian Colonial Minister, who sent a commission to the north coast of Africa to examine and report as to the expediency of promoting Italian emigration to Africa. While so many subjects of King Victor Emmanuel are flocking to the United States, to Argentina, and to Brazil, the Italian Government are confronted with the question: Why not keep these Italians in their own country, and under their own sovereign? Hence the commission appointed and sent by Minister Bertolini. In his speech before the Chamber Mr. Bertolini was not quite so sanguine as Francesco Bianco, who writes in the *Tribuna* (Rome), the organ of the Government, as follows:

> "I write as one who has lived many months in Libya. I have penetrated so far into the regions of Tripolitania and Cyrenaica as to be able to say with full conviction that immense agricultural lands, especially in the second-named of these two regions, are not only habitable, but absolutely superior both in climate and agricultural adaptability to any territory of this Italy of ours."

Mr. Bianco turns from the agricultural side of the question to the trade opportunities of Libya.

> "The times in which Sibari, Cotrone, Taranto, Caulonia, and Reggio were rich emporiums of the oriental trade with Europe have returned; they can now increase the national wealth."

Colonial Minister Bertolini, if he was more guarded in his speech in the Chamber of Deputies announcing the conclusions of his mission to Africa, was more practical than Mr. Bianco. He is reported in the *Tribuna* as saying:

> "With regard to the agricultural exploitation of Tripoli I am taking the suggestion of the Commission and shall proceed to carry out a series of experiments in several ways. The various economic aspects of agricultural production in Tripoli remind us that we have not yet learned what will be the most profitable method of utilizing the agrarian possibilities of our colony.
>
> "Under present conditions it would be premature to throw into Africa large consignments of colonists."

He thinks that government aid will be required for the expenses of planting the land, digging wells, and building harbors and railroads. He cautiously concludes:

> "If agrarian experiments do no more than confirm the opinion I some months ago exprest that Libya was not by any means a Land of Promise which could immediately be opened up to profitable enterprise and a large immigration, I have, nevertheless, the utmost confidence that experiments will show the possibility of rendering the land profitable, not only by means of capital, but with the cooperation of Italian labor. And I am confirmed in this conviction by the fact that at the very time of our occupation, which extends to a remarkable distance from the coast, there were discovered not only the traces of Rome's military domination, but certain indications and traces of the prosperous agricultural life of a population very much denser than that which now exists—traces which have survived for fifteen centuries, during which Libya has had no history, excepting that of a gradual destruction of the civilization which our great progenitors founded. May we not expect a great Roman revival of Libya in the near future?"—*Translations made for* THE LITERARY DIGEST.

SCIENCE AND INVENTION

TO URGE THE GOOD TO MARRY

AMONG ANIMALS the unmated are practically nonexistent. Every individual becomes either a father or a mother and contributes his or her share to the make-up of the following generation. It is different with human beings. With us the unmated form an appreciable proportion, and it is obviously of great importance to see that, as far as possible, these unmated persons shall be the inferior members of the race, leaving the superior ones to determine the characteristics of the coming generations. It is an unfortunate modern condition that so many of the best individuals do not mate. The reasons for this are discust in *The Journal of Heredity* (Washington, March) by Prof. Roswell Hill Johnson, of the University of Pittsburg. Taking up, first, the men who do not marry, he divides them into classes. Some are obviously inferior, such as the immoral, the diseased, or the deficient, but there are many others who are largely superior by nature, such as those who seek some other end so ardently that they will not make the necessary sacrifices, and those whose education or apprenticeship has been too prolonged. Efforts to improve matters, Professor Johnson says, may proceed along three lines, as follows:

"IT IS TIME TO CALL A HALT."

Professor Johnson, of the University of Pittsburg, thinks we should halt and reverse the forces that are now carrying our best young men and women away from matrimony.

"1. Try to lead all young men to avoid a loose life. . . . A general effort will be heeded more by the superior than by the inferior.

"2. Hold up the rôle of husband and father as particularly honorable, and proclaim its shirking, without adequate cause, as dishonorable. For a man to say he has never met a girl whom he can love, simply means he has not diligently sought one, or else he has a deficient emotional equipment, for there are many, surprizingly many, estimable, attractive unmarried women.

"3. Cease prolonging the educational period past the early twenties. The professional schools in our country are steadily delaying the age of graduation, and thereby that of marriage. They formerly asked for high-school training, and many still ask no more. But other schools have demanded more and more, till now one requires a collegiate bachelor's degree for entrance. The situation is made still more serious for medical students by the frequent postgraduate hospital practise without pay. It is time to call a halt. This can not go on without serious loss to the race. Our young men should not have their marriage postponed by external circumstances past twenty-five years. This means we must allow students to specialize earlier. If there is need of limiting the number of candidates, let us have competitive entrance examinations. We must have our superior men marrying earlier, even at some cost to their early efficiency. The high efficiency of any profession can be more safely kept up by demanding a minimum amount of continuation work in afternoon, evening, or seasonal classes, laboratories, or clinics. No more graduate fellowships should be established till those now existing carry a stipend adequate for marriage."

So much for the men. Among women, the proportion of superior unmated individuals is even larger. Says the writer:

"Some of these have had their chance of marriage reduced by going to women's colleges, others through engaging in preeminently feminine occupations, such as the teaching of children, yielding meager opportunities to associate with men, or others through living in those cities that have an undue proportion of women. Then there are, besides these, superior women who, because they are brought up in families without brothers or brothers' friends, are so unnaturally shy that they are unable to become friendly with men, however much they may care to. There are still others who repel men by a manner of extreme self-repression and coldness, sometimes the result of parents' or teachers' overzealous efforts to inculcate modesty and reserve, things valuable in due degree, but bad in excess."

Statistics show, Professor Johnson tells us, that the marriage-rate, as well as the birth-rate, has been found low among the graduates of women's colleges. But:

"There is only one mitigating circumstance, that these women have married superior men. Out of the last fifteen recently reported engagements which I noted, seven are to college or university alumni, altho college graduates make up but about 1 per cent. of the whole population.

"That college women are superior to the average woman is a safe inference. However, we may use another criterion of superiority. Eminence may be measured by space in collective biographies. Miss Castle's figures show a correlation of eminence with a very late age at marriage and a consequent decreased racial contribution."

Evidently even more drastic methods must be used with the women than with the men. First, of course, if we wish superior women to marry, we must bring our superior men up to the mark and induce them to do nothing that will lower them in the eyes of the best of the other sex. There is, however, the writer asserts, such a thing as being too condemnatory:

"But let us not take that ambiguous shibboleth, 'the single standard of morals,' to mean a general sex strike. . . . This is too extreme. . . . Such an unforgiving and uncompromising position can not be approved, because it leads a very large number of women into celibate lives, with a serious result. In addition it increases the temptations of the men left unmarried. These extremists must remember that it is hard to get men to marry at even a normal rate, as current statistics abundantly prove. Therefore, the threat of a sex strike will never enforce chastity. Slow and hard as it is, we must content ourselves to build up a sounder moral basis by better attested methods.

"Inappreciation of wifehood and motherhood by misguided feminists must cease, and greater honor and appreciation must be meted out to mothers, in order to more than compensate for the recognition that women earn in rival occupations. Women should properly be permitted to do any work they wish, not incompatible with their well-being; but greater honor and esteem is due those who have not shirked the paramount function and responsibilities of motherhood."

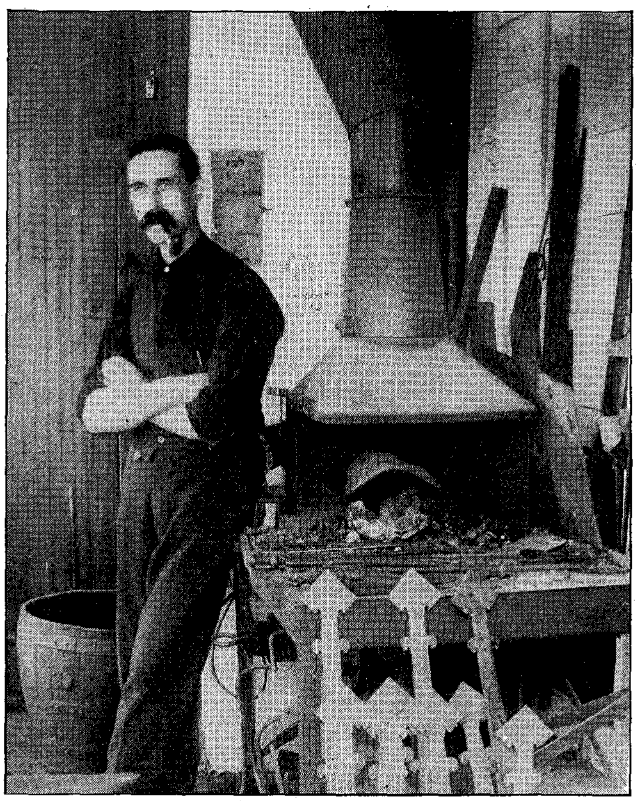
Those who are beginning to decry coeducation may be interested to know that Professor Johnson gives it a high place among the agencies to which we must look for the encouragement of marriage among the intellectually fit. He writes:

"While waiting for separate colleges to become coeducational, as they eventually will, their present dysgenesic tendency can probably be reduced by the gradual introduction of men teachers into the women's colleges. Women professors tend to foster celibate career-hunting, which, attractive as it is to many young women at first, in most cases is eventually unsatisfying. Furthermore, the introduction of courses dealing with the home and the child would give college women increased interest in and eagerness for that noblest profession of home-making and motherhood. . . . . . .

"Eligible young people should have their circle of acquaintances broadened. Coeducation, I believe, is one of the best means, as associating the best groups. But many other means should be encouraged. We have in this a further justification of cards, dancing, and theaters. That these may sometimes be pursued intemperately need not condemn them universally. These and other social devices extend the range of acquaintance, and also give the necessary time for mutual estimates and friendships. Others besides parents should feel some obligation to afford these social opportunities to young people. Surfeit for some individuals and dearth for others call for curtailment here and encouragement there."

Finally he urges us to do all in our power to correct the growing tendency to postpone if not to abandon marriage entirely, on the part of superior young people. He urges:

"Hold out marriage as one of the ends of a useful, normal, beautiful life. Help superior young people to meet, and encourage and further their early marriage. Give more honor and appreciation to those who have married well and have had adequate children. And in whatever ways you properly can, reduce this appalling percentage of superior celibates who are thus pulling down the quality of the human race."



JAMES CRAN, ART SMITH.

ETHER BY INJECTION—General surgical anesthesia by injection is a result that has been sought in vain for some time. The injection of cocain brings about local insensibility to pain, but the common method of administering such anesthetics as ether and chloroform is by inhalation, which is objectionable in many ways. It is now possible, however, to use ether by injecting it directly into the veins, with suitable precautions, this method having been used successfully in Germany by Burkhardt and other surgeons, as we learn from *Cosmos* (Paris, February 12):

"It is administered in a 5 per cent. solution in artificial serum made of a 9-to-the-1,000 salt solution. This fluid, kept at a temperature of 28° [82° F.] is injected into the veins at the rate of 50 cubic centimeters a minute. When, at the end of seven or eight minutes, complete anesthesia has been obtained, the injection of the etherized liquid is continued for two or three minutes and then replaced by an injection of pure salt solution until the patient is well asleep. As soon as he begins again to react to sensations, the injection of the etherized liquid is resumed, and so on.

"In these conditions, as outlined above, it has been found possible to anesthetize a subject for an hour and twenty minutes, injecting altogether about 80 grams [2 ounces] of ether. The anesthetic sleep obtained by this method is very calm, without being very deep, and the patient wakes quickly, without any disagreeable feeling.

"The administration of ether by injection directly into the veins does not cause congestion of the lungs, which is sometimes a result of its inhalation. Finally, during operations on the upper part of the body, the surgeon is not impeded by the assistant who is engaged in administering the anesthetic."
—*Translation made for* THE LITERARY DIGEST.

ARTISTIC BLACKSMITHING

CAST-IRON simulations of moss and other vegetation were illustrated in these pages recently. These imitations were of the same kind that one sees wrought in frost on a window-pane, and were not the direct products of human skill. The resemblances in them were accidental. A different kind of ironwork is that in which the smith consciously strives for an artistic result. Iron has served as material for artists almost ever since it was known, but artistic ironwork is perhaps less familiar to-day than it was in the Middle Ages. Very fine work may be done with ordinary tools. Louis Van Boeckel, a Belgian blacksmith, now advanced in years, works wonders at the anvil in the village of Lier, near Antwerp. Much of his fine work is in the possession of the nobility in Belgium, and he has been awarded diplomas and medals at European exhibitions. At the Liége Exhibition in 1905 he received the Grand Prix for a forging representing an eagle and a fanciful monster in conflict. We are told by a writer in *Railway and Locomotive Engineering* (Chicago, March) that New Jersey can furnish a rival to the Belgian smith in the person of James Cran, foreman blacksmith of the Pond Machine Tool Works, Plainfield, N. J. We read of Mr. Cran:

"All day he is engaged in superintending the most intricate and exact work in forging the fine products of that manufacturing company. In his leisure hours, which are few, he has a small forge in the rear of his fine home, and out of the same materials of which the fine tools are made, Mr. Cran, with his hammer and tongs and flaming forge, molds into everlasting beauty wreaths of flowers that defy the winter's frost. Roses bloom into full-blossomed splendor and lilies hang their graceful heads, and daisies open their starry eyes and asters rise into clustered beauty under his cunning hand. Not only the flowers of the field are there, but the wealth of grapes and wild berries adorn the little smithy shop in perennial richness. Nature in her beauty and solitude is outrivaled there, because her efflorescence has become imperishable."

Mr. Cran, we are told, has traveled widely and has practised his art in many parts of the country. At one time he was instructor of ironwork in the State College in Manhattan, Kansas. Writes his eulogist:

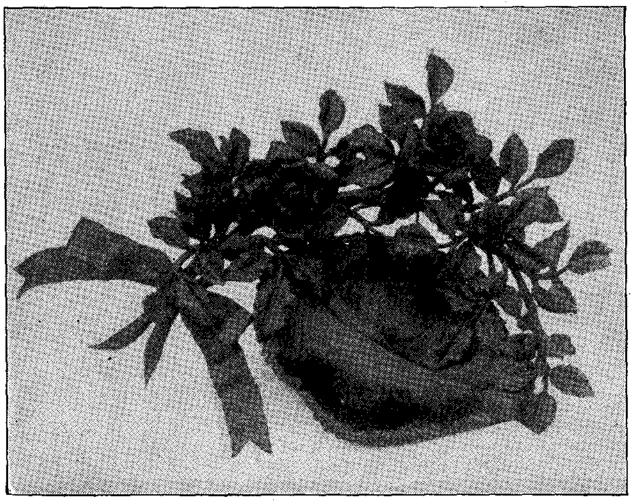
"Mr. Cran was not dreaming of sculpture work during his wanderings. He was looking for information, and was ambitious to acquire skill, and he went the right way about it. He got what he was looking for, and his attention to metallic floriculture came about in this way: A New York periodical published an article describing the work of Louis Van Boeckel, a Belgian blacksmith, and incidentally illustrated the article with a reproduction of a rose wreath made by Boeckel. Cran's imagination took fire. The bellows of his ambition blew hard. Would the editor send him a sample of Boeckel's work? Surely. A sprig of roses was sent to Plainfield, and Cran lighted his pipe and then his fire, and he took an old chain of Swedish iron and welded it into a solid lump and drew it out under the steam-hammer into bars, and then began in earnest. Next month the editor admitted that Cran's work was better than Boeckel's.

In particular the actual blacksmithing, as apart from the art feature, was better. The welds were cleaner and neater, and Cran had unquestionably gone closer to nature to get his model. And this first attempt, which was the production of a rose wreath excelling Boeckel's, was done on an ordinary anvil with common tools.

"It is pleasant to be able to reproduce a small illustration of this triumph of blacksmithing, and also a portrait of the man himself. The wreath is 13 inches high. It is made of ninety-four separate pieces and occupied about thirteen hours in making. The smith himself is a tall, athletic, dark-haired man with a grip like a new vise and a face that lightens up and becomes luminous with intelligence as he unfolds the mysteries of his rare work. He has no trade secrets. His work is as open as the day is when the clouds are vanished. Any other smith may do the same work if he can."

OVERCONFIDENCE IN CONCRETE

PRACTICALLY EVERY FAILURE of concrete structures, asserts a writer in *Engineering News* (New York), has been due to mistaken confidence on somebody's part that the material is able to stand any amount of bad usage. The proper appreciation of this fact, he says, would do more to raise the standard of concrete construction than most of the scientific and engineering discussions of the subject. Doubtless popular articles have done their share to create in the public mind a feeling that anything made of concrete is practically indestructible. That there may be differences in the strength of concrete due to ingredients, and to the manner and conditions of their mixing, seems not to have occurred to some, and the fact that the best concrete may succumb to an undue strain is equally incomprehensible to many. Says this authoritative paper:



ROSE WREATH OF SWEDISH IRON FROM CRAN'S ANVIL.

> "It is a stock statement in explanation of concrete trouble or an excuse for lack of definite standards that concrete design and construction are in a state of flux and that standards of to-day may well be obsolete to-morrow. This explanation had a certain reasonableness during the past fifteen years when reenforced concrete was coming into its own, but fifteen years of practise go a long way toward that perfection every one is seeking, and the infant-industry excuse can no longer be tolerated. The fact is that there are plenty of good standards in concrete design and in concrete construction, but that they are not observed by many of those engaged in concrete-building.
>
> "This neglect has a threefold cause: ignorance, undue economy, and overconfidence—and the first two could not exist were it not for the last. It is a pretty poor concrete man who does not know that frozen concrete will not set—but there are plenty who will take a chance with ten-day concrete at 40° F. if they need the forms. Why? Primarily because they want to save the money that an additional set of forms would cost. But if there were not confidence that the concrete will stand up, the pocketbook would not govern judgment.
>
> "Practically every designer of concrete buildings will admit that 850 pounds per square inch is too high a stress in the concrete beams over the room where his own family sits down to dinner, but he is not so worried about that stress when it is in some one's garage. He feels confident that it will not fall down, in spite of tests which show it to have a low safety factor. Any man who cares to take the trouble to investigate the question will seriously doubt the final strength of supersaturated concrete slushed down a chute, but chuting is economical and the chances are the concrete will stand up. These testing engineers and office men are 'Miss Nancys,' anyhow, who don't know anything about practical work!"

It is the duty of the technical societies, the writer believes, to urge upon the workers in the industry a proper appreciation of the dangers of this overconfidence. Nothing is quite so evident, he says, as the fact that good work in concrete construction pays; but the man who thinks he knows more than the so-called authorities is the hardest to reach because he is clad in the nearly impenetrable armor of conceit. He concludes:

> "Every concrete failure means a slight betterment in methods, for a certain number of hitherto unconvinced practical or commercial men are shown by that most potent object-lesson, a heap of ruins, just what concrete will not stand. But since a concrete failure can not be provided for the instruction of every overbold designer or constructor, the only other means of raising and stabilizing the standards of concrete—or rather of insuring the adoption of those quite sufficient standards already available—is the admirable work done by the societies, the continuous publicity in the technical press and the steady effort on the part of engineers to improve the building laws of our cities so as to secure in those centers where most of the poor concrete work is done an official recognition of what is good concrete design and construction."

WHY EXAMINATIONS?

WHAT IS TO BE GAINED by the traditional school or college examination—the final "test" held at the end of a course, after which the case is regarded as closed? This question is asked by Mrs. Jane Pollock Anderson, of the high school at Kenilworth, Ill., in a paper read before the Central Association of Science and Mathematics Teachers, which we condense from *School Science and Mathematics* (March). Her answer is that such examinations are useless if the instruction is of the kind, as it should be, where "the pupil's very thoughts are being examined every hour." Mrs. Anderson would like to see the final examination "die out, with other useless antiquities." She asks her fellow instructors:

> "What is the object or purpose of this final examination?
>
> "I. Is it to find out where we as teachers have been lacking in presenting the subject? Then it is too late to benefit the pupils who take the test, and it is unjust that they should have the mark that belongs to the teacher.
>
> "II. Is it to compel the pupils to get a thorough review of the subject? This is far more effectively done by taking a definite section of the review each day for the last week or two under the supervision of the teacher and judging the pupil by his power to use the fundamentals in a calm, thoughtful way.
>
> "III. Is it to give the pupil practise because he will be required to take entrance examinations for college and tests in college later? This would be worth far more to the pupil if given often as class exercises and with the teacher's corrections and advice as to improving the paper, instead of being given as a last exercise.
>
> "IV. Is it to determine for ourselves how well the pupil can control himself during an examination, how well he can write what he knows, when prest for time? This may be a very good object, but it demands that the teacher know what the pupil knows before he takes the test, or else how can the teacher say that certain mistakes are made because he is taking the test?
>
> "V. Is it our object to give questions that we know they know? Do we work them up to pass the examination we have prepared?
>
> "VI. On the other hand, is it our object to give the things we think the pupils may not know, taking the last chance of arousing

them to the heed of getting these points before going on to the next course? If so, it is hardly fair to brand them with the mark obtained upon a set of questions on which the teacher knew they were weak, and it is rather hopeless to depend upon their getting help from the teacher on these weak points if it is a final examination.

"VII. Last, but not least, is the object of the examination to determine what the pupil knows? Is the teacher depending upon it for the pupil's standing? In my mind this is the only legitimate reason for giving an examination; but what kind of a teacher is it that can associate with her pupils forty-five minutes a day for four or eight months and not know their standing and yet can judge them and mark them upon the result of a final examination?"

The writer believes that the traditional examination fails both on account of the impossibility of giving fair test-questions and of determining the exact value to put upon the answer. Not only, she says, does she oppose any system that determines the standard of a pupil by answers without knowing the mind back of the answer, but she also enumerates the following definite evils which, she asserts, arise from the examination:

"Discouragement and fear of the test which often hinder the best work of the course.

"Working toward the mark of the examination rather than toward mastery of the subject and power to carry on higher things. This of course defeats the purpose and destroys the joy of the work.

"Cramming in the worst sense of the word, which gives temporary knowledge, not power; makes machines of them instead of thinkers; and sometimes fatigues the mind so that even the memory and machinery of the cramming fail them at the examination and breakdown follows.

"The use of translations or keys in preparing the work and in the test, and dishonesty of all kinds resorted to for the sake of the mark.

"Heartache, disgust, or indifference toward the marks, as faith in their honesty wanes.

"Injustice through honors decided by a fraction of a per cent.

"Injustice in that many teachers are required to spend so much time getting their pupils ready to pass mechanical examinations that less time is left for the logic and reasoning of real mathematics.

"Hardship to the teacher who corrects or marks low a pupil who has had high marks the year before.

"Injustice to the teacher who marks lower than the others in the same course, in that pupils will leave her for the teachers who mark higher.

"Injustice to certain elective courses as a whole if the teachers mark lower than the teachers of other elective courses; for pupils will seek the course for the sake of the mark as long as we encourage it."

By courtesy of "System," Chicago.

WHERE QUIET HAS SUCCEEDED BEDLAM.

Excessive noise in the general offices of a great Chicago packing-house was smothered by the installation of a false ceiling of heavy hair felt supported on wires.

TO HUSH OFFICE NOISE

THAT THE EXPENSE of the modern office is largely waste caused by useless noises is asserted by Daniel V. Casey in an article in *System* (New York, March). Mr. Casey explains how "racket reduces efficiency" and tells us how quiet working conditions can be secured. The crusade against ear-splitting outside noises has been going on for a long time, with the result that there is some improvement. But Mr. Casey is not writing of unnecessary steam-whistles or the curses, both loud and deep, of enraged draymen. The noise to which he objects is inside, incident to the business, but not inseparable from it, as some wrongly suppose. These inside noises have been increasing of late. "The whole development of building construction and building materials during the past twenty-five years," says Dean Wallace C. Sabine, head of the Graduate Schools of Applied Science at Harvard University and the foremost American authority on architectural acoustics, "has been in the direction of poor acoustics and more and more noisy offices. Recent efforts at fireproof construction have resulted in the use of harder and harder wall surfaces, with consequent increase in reverberation. The plaster, too, is usually applied directly to the tile or brick walls and is much heavier and denser than the old hair-lime-mortar plaster. As a result we have exceedingly noisy rooms." We read in Mr. Casey's article:

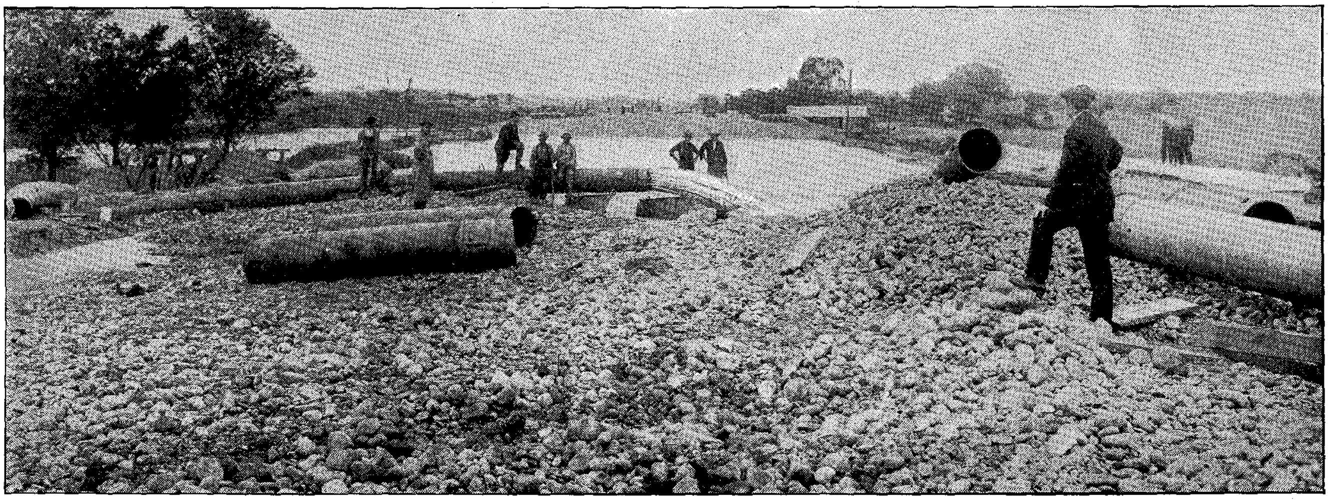
"Advances in office equipment and organization have multiplied the noises reflected from these sounding-board walls and ceilings. Telephones must be talked into; letters and orders must be typewritten; workers must move about and consult one another; a dozen kinds of time-saving machines must click and whir and drone at their labors. Fencing off the worst of these noise-makers offers a partial remedy—as when stenographers are brought together in a central transcribing bureau. But there are innumerable establishments, large and small, where the activities of several departments must be carried on in a single large room, or where the separation of executives and their stenographers and clerks is not practicable. Despite its faults, the open office makes for general efficiency.

"To keep its advantages, yet cut down its drawback of noise, is the problem which business men and scientists have been trying to solve for several years. As long ago as 1895, Dean Sabine began a series of experiments to determine the sound-absorbing qualities of various types of walls, floors, furniture, and their coverings. The important result was the discovery that hair-felt, when applied to the walls and ceilings, would practically destroy echoes or reverberations of all ordinary sounds and thus reduce the total volume. Other fabrics, it was found, would absorb sound in lesser degrees. Wood partitions were much more effective than brick, plaster, or glass partitions. But the hair-felt proved to have by far the greatest absorbing power. By using felt of varying thicknesses and areas, it was possible to absorb just as much or as little sound as the situation required.

"Several large industries and banks have already profited by the results of Dean Sabine's repeated experiments. In one typical instance, the general offices of a Chicago packer employing four hundred were turned from bedlam into workrooms so quiet—considering their size and the activity of their inmates—that the absence of noise is remarkable."

This treatment of walls and ceilings with hair-felt has passed the experimental stage, Mr. Casey assures us. Besides the Chicago offices just described, there are at least seven other similar installations throughout the country—to say nothing of theaters, churches, and court-rooms where conditions were bad until absorbing material was introduced. In correcting the acoustics of a theater, as in eliminating noises in an office, it is the echoes or reverberations which make the trouble and which must be destroyed. To quote again:

"Other materials besides hair-felt have been applied to walls



By courtesy of "The Engineering Record," New York.

OUTLET OF PIPE-LINE, SHOWING STONES PUMPED HORIZONTALLY SEVERAL THOUSAND FEET.

and ceilings with varying degrees of success. In Boston the clatter in the general office of a big wholesale house 'got on the nerves' of many of the workers, who complained of headaches and insomnia. The general manager, who attributed his own sleeplessness to a growing habit of thinking out business tangles at home, consulted a neurologist. The latter, after study of the situation, put the blame on the office noise, explaining that the drain on his nervous energy in shutting out distracting sounds during the day continued at night. The time between leaving the office and going to bed was too short to allow readjustment to the normal.

"To get rid of the noise, the Boston man covered his walls and ceilings with heavy burlap. This was not pasted flat to the wall in the usual way, but was loosely stretched and tacked at the top and bottom edges. It was not decorative and it had to be removed at frequent intervals for cleaning. But it did reduce the clamor in the office to a point where it was no longer irritating. It was not so effective as a hair-felt lining would have been. As a ready remedy for an annoying condition, however, it was fairly successful.

"A New York publishing house has successfully approached the question of office quiet from the angle of noise prevention. With an editorial and clerical force of more than two hundred persons occupying a single room, it was recognized that freedom from confusion and turmoil could be achieved only by the most careful planning to eliminate unnecessary movement and noisy operations. The premium paid for quiet could be higher than in the average commercial or industrial office for the reason that fifty-four of the occupants were either editors or writers, whose output, both in quality and quantity, would reflect the ease or difficulty with which they could concentrate on their tasks.

"In both arrangement and equipment, therefore, the reduction of movement and noise was never lost sight of. Private offices were done away with: where some degree of privacy was desirable, filing-cases were used to hedge in from interruptions the man or department thus favored. Workers were grouped according to functions or their need to confer with one another. Dictation machines were adopted for correspondence and the typists segregated in a department of their own, remote from the editorial sections. . . . . . .

"Equipment was chosen with the same rigorous regard for quiet. The phonographs put a damper on dramatic effects in dictating letters and minimized movement; the machines on which those letters were typed were selected for their relatively noiseless operation. An overhead carrier, serving the editorial desks, puts every man at them in swift and silent communication with the composing-room on the floor below. Despite the care taken to eliminate every possible movement, the floor was covered with rubber tiling at a cost of ten thousand dollars.

"To these two typical and successful efforts to render office noises harmless, many others might be added. There are a few remarkable office buildings constructed, like that of a great mail-order concern at Buffalo, to shut out all outside noises and to minimize those originating within. There are costly soundproof rooms in the busiest and most noisy sections of our larger cities, where important executives or plan-makers work without the least danger of interruption from the babel about them. But the experiments and the results of the Chicago packer and the New York publisher, working to the same end from exactly opposite viewpoints, are closer to the experience of the average business man, whose office is usually chosen for other reasons than its freedom from noise. The purposes of this article are simply to direct the attention of business men to excessive noise as an unconsidered, but important, factor in office efficiency and costs; and to suggest broadly the two ways in which noise can be reduced and rendered harmless."

PUMPING STONES

THE BRILLIANT IDEA of sending apples, oranges, and cans of milk through pipe-lines is brought to mind by a more successful plan by which very coarse gravel, including small boulders as large as a man's head, has been transported several thousand feet through a pipe-line, by means of ordinary pumps, in connection with hydraulic grading for a railway embankment at Rome, N. Y. The gravel was taken from the ditch that is being dug for the barge-canal and was pumped by suction-dredges into a railway fill that is being made for the New York Central Road. Says a writer in *The Engineering Record* (New York, March 7):

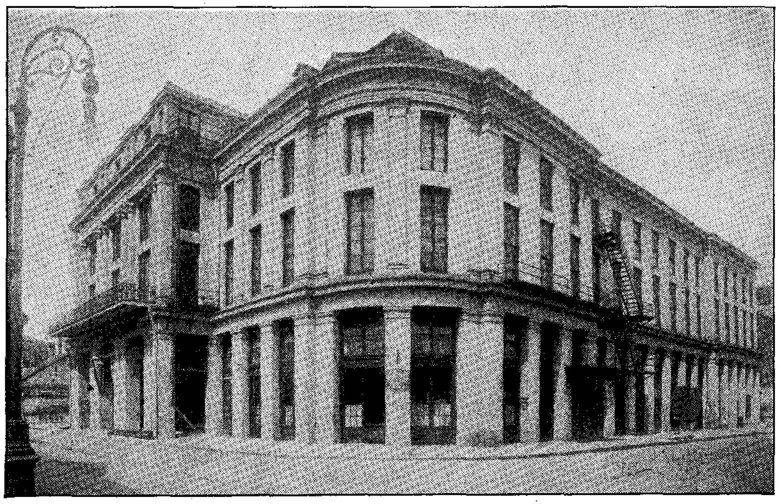
"For several months previous to the commencement of dredging two steam-driven Lidgerwood drag-line excavators of 1½ yards capacity were at work throwing up dikes on either side of the projected embankment, constructing them from the original soil under the center of the embankment, which excavation was subsequently filled by material pumped by the dredge. On account of the general height of the embankment—about 20 feet—it was impossible, even had it been desirable, to remove sufficient material from this central excavation to make the dikes to the full height of the embankment, so that only about half the total height was placed, new dikes being raised by drag-line machines working upon the embankment already pumped in. During the conduct of this work two or three drag-line excavators have been kept busy from sixteen to twenty-four hours per day in caring for the material pumped by this dredge by providing impounding areas for this material and in dressing the slopes.

"The accompanying photograph shows the nature of the material, some of the stones being as large as a man's head. Gravel of this nature has been successfully pumped 4,000 feet horizontally, in addition to a 40-foot vertical lift. The material is excellent, both for embankment and concrete, but very hard on the machinery and pipe-lines. The ordinary steel castings first used were subsequently replaced with manganese steel, with marked improvement in the life and wear of the casing and piping. The dikes also had to be lined with baffle-boards to prevent them from scouring out. Short settling-basins sufficed for the deposit of the gravel, and the water was returned to the canal excavation as quickly as possible to keep a sufficient supply to float the dredge."

LETTERS AND ART

SOUTHERN MUSICAL LEADERSHIP

A CITY so remote from the blazing musical centers as New Orleans is apt to escape the knowledge of the general musical world. Yet its musical life antedates in origin almost all of the great Northern capitals; its activities have been practically continuous since 1791, and now it is the center of a constructive policy that will organize the musical activities of the whole Southern territory. It is proposed to present "a circuit of attractions traveling from city to city, and thus insuring the South excellent opportunities for hearing notable artists, and of securing them at figures within reason." New Orleans, indeed, claims the priority in the production of many notable operas; some of these in subsequent appearances in the North have been blazoned as the premier performances. For example, it was widely stated that the performance of Massenet's "Don Quichotte" at Philadelphia by the Chicago-Philadelphia Company during the current season was the *first* time this work had been heard on this side the ocean. New Orleans, however, had listened to it on January 27, 1912. In February of this year it also heard Bizet's "L'Arlésienne;" a work yet to appear elsewhere in America on the lyric stage. In the article by David Barrow Fischer in *Musical America* (New York) there is a rather long list of "first performances" put to the credit of the French Opera Company of New Orleans, beginning with Donizetti's "Il Furioso" (1842) and continuing with "L'Elisir d'Amore" (1842), "Les Petits Mousquetaires" (1886), Gounod's "Le Tribut de Zamora" (1888), Lalo's "Le Roi d'Ys" (1890), "Sigurd" (1891), Massenet's "Hérodiade" (1892), Saint-Saën's "Samson and Delila" (1893), Gounod's "La Reine de Saba" (1899), Reyer's "Salambô" (1900), Massenet's "Cendrillon" (1902), Giordano's "Siberia" (1906), Cilea's "Adrienne Lecouvreur" (1907), and Leroux's "Le Chemineau" (1911). In the forgotten chapters of American music Mr. Fischer recalls some pages worth remembering:



By courtesy of "Musical America," New York.

WHERE MANY OPERAS HAVE THEIR FIRST AMERICAN HEARING.

New Orleans is the center of the South's musical activities. This New Orleans Opera House and its predecessors have to their credit the first American productions of more than a dozen notable French and Italian operas.

"As far back as 1791 in the Théâter St. Pierre, a regular company of French comedians and singers produced drama, opera, and ballet, winter and summer (with the exception of a few months' respite), for a number of years. Then in 1808, a new and more pretentious edifice (the Théâter St. Philippe) opened its doors and these two theaters had very prosperous seasons. It was in this theater, on March 12, 1811, that Cherubini's 'Les Deux Journées' was produced, this being the first three-act opera given in this city.

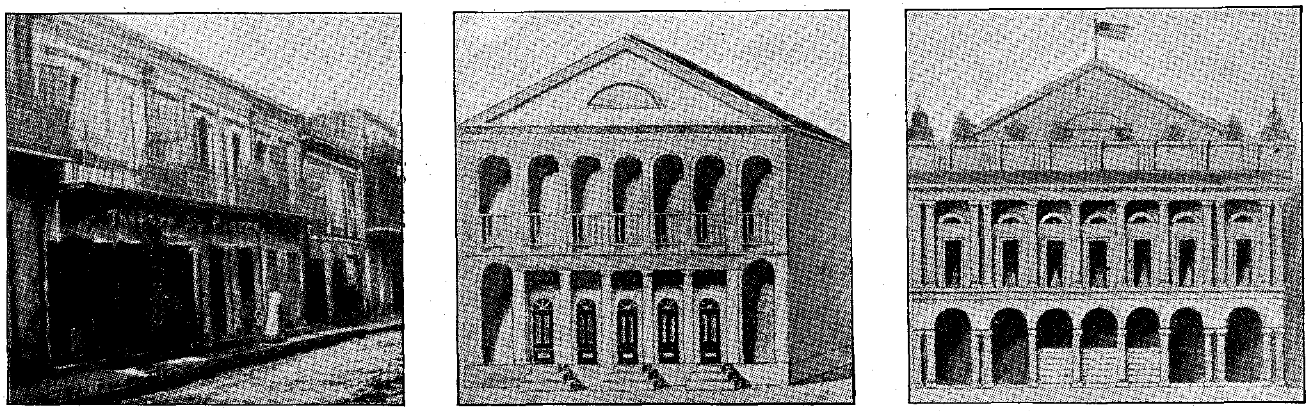
"In 1811 John Davis arrived in New Orleans from Santo Domingo, and soon thereafter projected a new opera-house, which was so far finished in 1813 that operatic performances in the French tongue were given in it, the manager having secured a company in Europe. This new opera-house became very popular and the old houses gradually fell into disuse. Within four years this opera-house was destroyed by fire, and the manager, not discouraged by the accident, set about the task of erecting a new and finer theater on the same spot, which when finished was named the Théâtre d'Orléans, and at that time was considered the finest in this country, the edifice alone costing $180,000.

"A very brief record of the Théâtre d'Orléans would fill a volume. The Paris Opera House was the recruiting-ground for New Orleans, and each year the manager would visit Paris to replenish his company, as well as to induce a few stars of European renown to cross the Atlantic. Mr. Davis prided himself on giving grand opera in a style worthy of the opera-houses of Europe, and under his management the masterpieces of Rossini, Meyerbeer, Auber, Donizetti, Mozart, Spontini, and Méhul were rendered in a faultless manner. In 1845 this theater was remodeled and greatly beautified, and had a seating capacity then of 1,350 persons. Here it was that the renowned New Orleans pianist, Louis Moreau Gottschalk, gave his concerts, and at $5 a seat the house was always crowded."

Aside from its operatic activities, New Orleans also has a vigorous musical life centering about its Philharmonic Society, organized in 1906:

"From its inception the Philharmonic Society has not been concerned with the fostering of local artists, but has had as its aim the bringing of high-class attractions into the city, hoping through the opportunities thus given to stimulate and broaden local artistic tendencies. Other organizations, however, have filled this gap, such as the Saturday Music Circle, which is the outgrowth of a series of educational musicales that Mrs. Otto Joachim had been giving annually at her residence for a number of years, and, realizing that good music should be developed as much as possible, formed this Saturday Music Circle, which is now in the sixth year of its existence, and with such a large membership that it is forced to give its monthly meetings in a large hall.

"The Morning Music Club, Victor Despommier conducting; Mr. Robert Lawrence's Southern Choral Club, which, after several seasons giving choral works by American composers, has been converted into an organization for the giving of light opera; the Polyhymnia Circle, founded by Mrs. Teresa Cannon Buckley, has its aim in the bringing forward of local talent and encouraging young singers and musicians by bringing them in contact with professionals; the Beethoven Quartet, reorganized in 1912 as the Newcomb String Quartet, René Salmon conducting, the aim of its founders being to establish in the South a permanent quartet for the performance of chamber music; the New Orleans Symphony Orchestra, Sévérin Frank, director, has also been doing noble work in this line, its concerts devoted to works of Beethoven, Mozart, Haydn, Schubert, Schumann, Wagner, Liszt, Tschaikowsky, and Mendelssohn making the public of this city acquainted with masterworks which were never heard before, and the excellent work done by the Newcomb School of Music under the able direction of Leon Ryder



Illustrations by courtesy of "Musical America," New York.

THÉÂTRE ST. PIERRE, 1791-1810. THÉÂTRE ST. PHILIPPE, 1807-1832. THÉÂTRE D'ORLEANS, 1809-1866.

EARLY HOMES OF OPERA IN NEW ORLEANS.

Maxwell, may be mentioned among others as doing serious work along these lines. Under the auspices of this school of music there is a series of eight concerts given each season, the object of which is to enable music-lovers to hear local artists under the most favorable conditions. The Newcomb School of Music has just lately opened all of its courses to men, and a preparatory department provides for elementary musical instruction for children. This move has been made because the college was desirous of providing what New Orleans needed so badly—a fully equipped conservatory."

YIDDISH AS A LANGUAGE AND LITERATURE

A STRIKING PAGE in the annals of the Jewish people will tell the story of the rise and development of Yiddish literature. The language itself, as is shown by Mr. Israel Cohen in *The American Hebrew* (New York), has some curious points of likeness to the English and is by no means the degraded dialect that some popular views hold it to be. The term, first of all, an "English translation of the German word Juedisch (itself elliptically used for Juedisch-Deutsche or Judeo-German), is the name of the language which was spoken by the Jews in Germany in the Middle Ages, which they carried with them on their forced emigration in the sixteenth century into Poland, Lithuania, and Bohemia, and which now forms the principal medium of intercourse of more than six million people." Its origin is rather more exalted than that of the English tongue, according to Mr. Cohen, who writes:

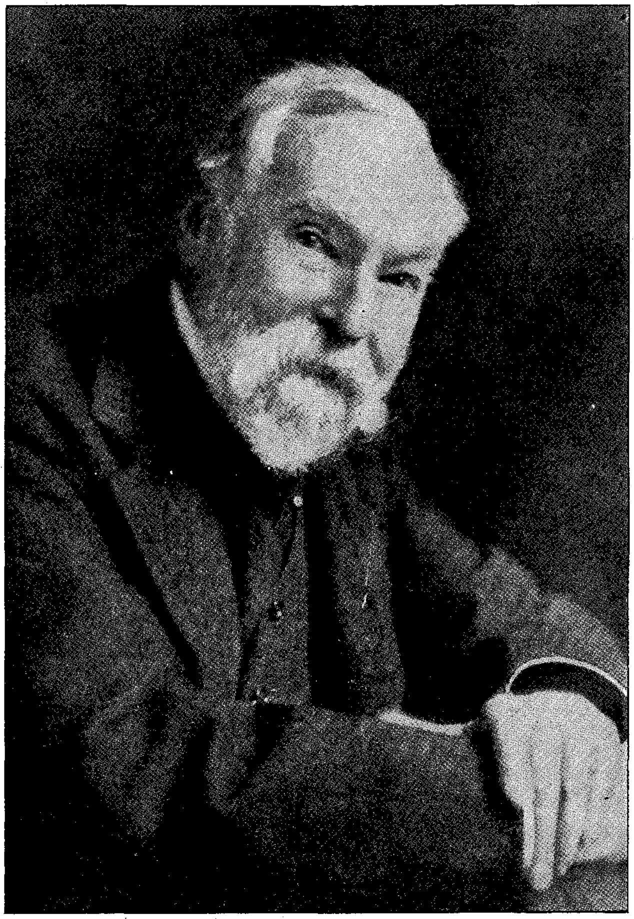
> "Its basis is the High German of the middle Rhine district, which was spoken by Jew and Christian alike; but it was written by the Jew in Hebrew characters, and when it was translated to Slavonic soil it absorbed many Russian and Polish words and inflections from its new environment, and appropriated many expressions and idioms from the Hebrew vocabulary, particularly those relating to religious matters, while it underwent slight variations of pronunciation and orthography in different regions, and has even annexed a great number of English words and phrases in its latter-day development in England and America.
>
> "The rise and growth of Yiddish are as natural as that of any other language, but because it differs from modern classical German it is often branded as a bastard lingo, and is even spoken of by its own writers as 'jargon.' But its analogy with English, to which it is closely related, should suffice to redeem it from the obloquy that is unjustly cast upon it. For English is simply the development of the Low German dialect that the Angles and Saxons brought with them to the island of Britain in the fifth century, while Yiddish is the High German dialect that the Jews carried with them into Poland and Bohemia ten centuries later. The former was the speech of conquerors, the latter that of fugitives; hence the difference in their later evolution.
>
> "But the growth of Yiddish is not unique in the vicissitudes of Israel. The Jews who were expelled from Spain in 1492 and settled in Turkey took their Castilian mother tongue with them and fashioned therefrom a Judeo-Spanish language; while their brethren in North Africa spoke and wrote a Judeo-Arabic tongue, and those in Persia a Judeo-Persian, all, like their Judeo-German counterpart, being written in Hebrew characters. But the surpassing importance of Yiddish consists in its being spoken by half of Jewry, and in its forming the medium of a rich literature palpitating with living interest."

The literature which is written in this language is the expression of the masses, "produced, it is true, by men of education with a touch of genius, but intended for the great majority of the people whose knowledge of Hebrew is confined to the prayer-book and the Bible." This literature presents a radical contrast to the literature of the ancient and medieval periods, for it is marked by a spirit of revolt against rabbinical tradition and reechoes the voice of the critic and the rationalist. Moreover:

> "It comprises a succession of romances, poems, and satires, which faithfully reflect the lights and shadows of life in the Russian Pale; it includes a number of critical and philosophical studies dealing with the manifold problems of present-day Jewry; and it has a widely ramified periodical press, which is increasing in vigor and volume from year to year. . . . . . .
>
> "The most popular writers who now dominate the Yiddish world, and specimens of whose works are accessible in a modern language, are Solomon Rabinowitsch, better known as Shalom Aleichem ('Peace unto you'), who is at once poet, playwright, novelist, and critic, and whose volatile wit and vivid characterization are best displayed in 'Stempenyu,' the romance of a humble violinist; Leon Perez, a prolific writer of stories, sketches, and poems, whose ballad, 'The Sewing of the Wedding-Gown,' surpasses Hood's 'Song of the Shirt,' in pathos and technique; Morris Rosenfeld, transplanted to the New York Ghetto, where the grind of the sweat-shop has drawn from him some of the most passionate lyrics in the Yiddish tongue; and Schalom Asch, who is at the head of the newer generation of writers, and has written several realistic novels depicting the most recent phase of Jewish life in Russia.
>
> "But an enumeration of all these writers and a characterization of their works can afford but a faint conception of the many-sided interest of this literature, or of the feverish activity by which it is marked and is likely to be marked for many decades to come. For the denizens of the Russian Pale have been brought into intellectual communion with the western world. All the great writers of European literature, from Shakespeare and Boccaccio down to Victor Hugo and Tolstoy, besides most of the popular modern authors, have been rendered into Yiddish; and hundreds of daily newspapers, magazines, and literary annuals are issuing from the presses of Russia, America, and other lands in which Russian and Galician Jews have settled in large numbers. It is inevitable that the children of the east European immigrants settled in western countries, particularly in England and America, should soon be estranged from the literary fare of their fathers; but the constancy and the immensity of the emigration from the East to the West, as well as the improbability of the abolition of the Russian Pale, or of any radical change in the life of its inhabitants within any measurable period, are likely to prolong the life of Yiddish and its literature both in the Old and the New World for at least another fifty years."

A HISTORIAN IN CARTOON

THE BACK NUMBERS of *Punch* derive their principal value from the pictorial light Tenniel threw on contemporary European and American history. This is almost in a sentence the biography of the artist, Sir John Tenniel, who is called by the London *Outlook* "Cartoonist-in-Chief to the British Nation." He worked for fifty years on their famous journal of wit and wisdom and then spent thirteen years of leisurely old age, before his death, which occurred on February 26. In these days of universal peace agitation some of his cartoons that have now come out of their obscurity in the old numbers of *Punch* express the folly and the horror of war so vividly that they might serve as *documents in the present* campaign. Tenniel worked through the periods of several notable wars—the Crimean as well as the American Civil War—and we reproduce two of his cartoons on the latter that give a vivid British opinion of it. Outside of politics, however, he erected a memorial to himself in all English-speaking homes that may perchance prove most enduring of all—his pictures of *Alice*. *The Outlook* here declares: "His *Alice* was the only *Alice* we really care about, and a new generation of artists who seek to bring her up to date have the loyalty of fathers and mothers to reckon with." It is in this latter aspect that the Manchester *Guardian*, after viewing him briefly in his *Punch* capacity, comes to see his final value:



"CARTOONIST-IN-CHIEF TO THE BRITISH NATION."

Sir John Tenniel's bid for immortality will be found in his cartoons, which appeared in *Punch* during a period of 50 years, and in his illustrations for "Alice in Wonderland." Ruskin said of him: "He has much of the largeness and symbolic mystery of imagination which belong to the great leaders of classic art."

"A popular cartoonist and a popular athlete never miss lasting honor in England. Sir John Tenniel had his full share of it, and, added to that, there was in his case strong personal liking. Mr. Gladstone gave him his knighthood, and Mr. Arthur Balfour, at the time of Tenniel's retirement, said that he was a great artist and a great gentleman. It was straining on the word 'great' to apply it to Tenniel; for what is left to us after that for an artist like Rowlandson? And compared with the other illustrators on *Good Words* and *Once a Week*—Millais, Orchardson, Pettie, Whistler, and Fred Walker—his work hardly counted either in draftsmanship or conception. But he maintained the large tradition of academic cartoon in *Punch* for longer than half a century at a time when such a scholarly stiffening was very valuable. He moved with dignity in the queer semiclassic traditions of English caricature that had grown up in *Punch*, and the modesty of his style never interfered with the idea he had to express. When the idea was a first-rate one, as in 'Moses in Egypt' (Disraeli with his finger to his nose at the Sphinx after the Suez Canal deal) or 'Dropping the Pilot,' the result was tremendously effective, like a startling thing said in a quiet voice. His originality was best disclosed, not in *Punch*, but in his incomparable 'Alice in Wonderland' drawings. Here again his quiet manner—accepting the whole nonsense in a literal well-bred way and never striving to be funny on his own account—has the result that every flicker of Carroll's fun comes through the illustration. When the copyright of the book ran out and every second publisher set a clever artist at it we saw at once the difference and knew that there can never be a second illustrator of 'Alice in Wonderland.'"

The London *Evening Standard* gives him a larger significance in feeling safety in saying that "never has the political cartoon had the same influence on the mind of the nation as a whole as it did under Sir John Tenniel":

"There have been clever partizan cartoons, which have excited joy in one particular party: there have been scrawls, not worthy the name of cartoon and appealing not to the mind, not to the *mens sana*, but to the *dementia lurking* in the back of every one's brain, which have goaded mobs to fury. Of such was that priceless lie, the Chinese slavery picture, which gave the Liberals a bloated majority in 1906.

"Tenniel's cartoons were as far above these productions as Millet was above a cubist. Unionists are not biased in his favor, as he was a Liberal. But the man was thoroughly refined and honest, high in his ideals, large and generous in his outlook on affairs. As Ruskin said, he had a 'scorn of whatever seemed to him dishonest or contemptible.' He would never have soiled his hands with the Chinese slavery business. And at times, as in 'Dropping the Pilot,' he rose to almost epic heights.

"He appealed also to the English mind by his literary and historic touch. His cartoons constitute very nearly a liberal education in themselves. Here, for instance, is Diogenes Morley in search of a genuine Liberal. Ulster in the garb of Widow Wadman appeals to John Bull as Uncle Toby to know whether there is any 'green' in her eye. Gladstone's majority declares that it will 'never desert Mr. Micawber.' The same statesman is seen as Ajax defying the lightning of the Lords, or as Father William balancing the Home Rule eel on the end of his nose.

"To all lovers of animals he appealed by his admirable drawings of the Russian bear, the Parish Council's cockatoo, and the German eagle, while lovers of ancient monuments will treasure his beautiful and faithful representation of the Sphinx, to which the microscopic Khedive appeals for light on the future.

"His humor, too, was irresistible, a humor which could mingle farce and beauty together in wonderful wise in the cartoon showing Disraeli and the Sphinx exchanging winks over the purchase of the Suez Canal shares, or could be bitterly sarcastic, as in the famous cartoon, 'Only His Play,' when by 'an unlucky incident' the Russian bear severely mauled the Afghan wolf at Pendjeh.

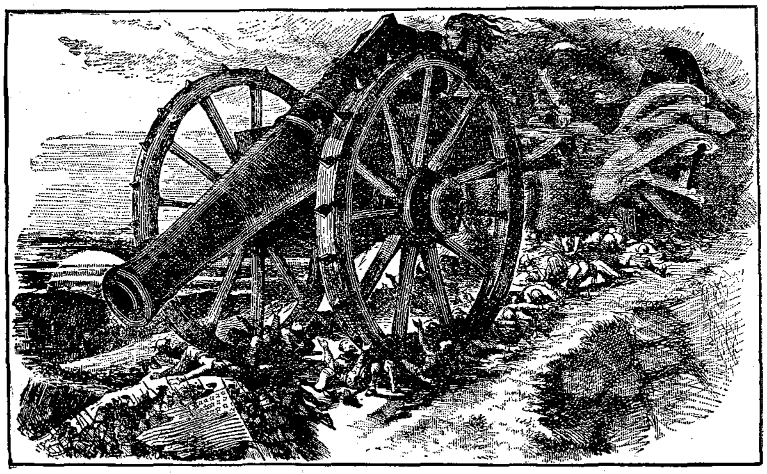
"Above all, perhaps, his real art, consciously or unconsciously, affected all beholders, an art of which Ruskin could say: 'He has much of the largeness and symbolic mystery of imagination which belong to the great leaders of classic art: in the shadowy masses and sweeping lines of his great compositions there are tendencies which might have won his adoption into the school of Tintoretto.'"

Sir John's retirement from the staff of *Punch* in 1901 was due to the failure of his eyesight. He was within three days of his ninety-fourth birthday when he died.

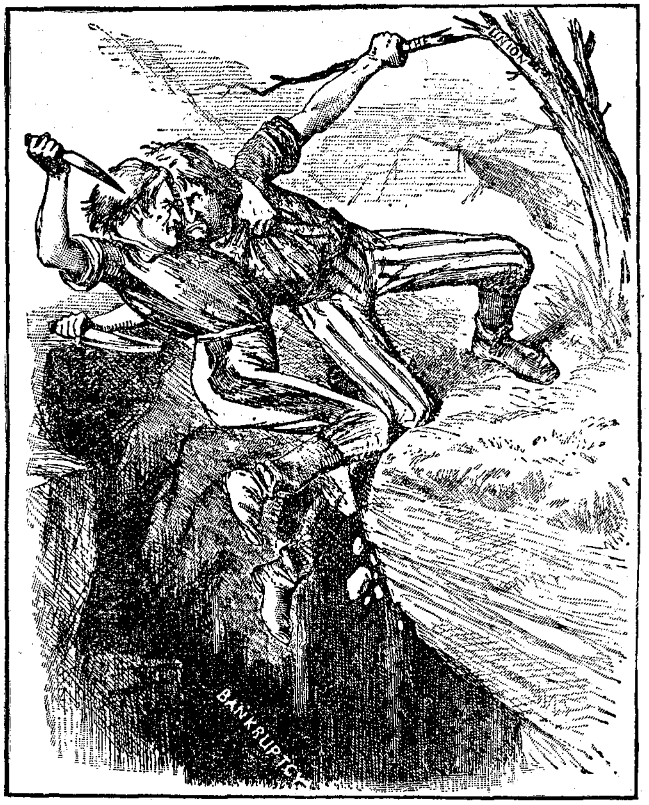
THE THACKERAY HUMBUG

THACKERAY deplored the fact that since the author of "Tom Jones" died no English writer had been at liberty to depict with his full power a man with all a man's weaknesses and subject to all a man's temptations. These are the words of the editor of *The Bookman* (New York), one of whose specialties is Thackerayana, and he follows up the statement with the comment that "the Thackeray humbug has seen to it that Thackeray, the real man of flesh and blood, and selfishness, and irritabilities, has been kept very much in the background, while a lay figure is being dangled before the eyes of posterity." Mr. Maurice believes that "there has been any amount of sentimental twaddle about the 'good gray head of Pall Mall.'" For example,

"There has been much sloppy refutation of the theory that Thackeray was a cynic. The cue for that came from certain verses by Monckton Milnes. A memorable line in the opening chapter of 'The Newcomes' to the effect that at a certain time 'Mr. Washington was leading the American rebels with a courage worthy of a better cause,' has been made the basis of much disingenuous argument. Thackeray himself, with an eye to an American lecture-tour, tried speciously to explain it away. He ascribes it to a young apprentice coming to London between the years 1770 and 1780. 'I fancy,' he says, 'the old society, with its hoops and powder—Barré or Fox thundering at Lord North asleep on the Treasury bench—the news-readers at the coffee-room talking over the paper, and owning that this Mr. Washington, who was leading the rebels, was a very courageous soldier, and worthy of a better cause than fighting against King George.' Stuff and nonsense! He said it, he meant it, and as an Englishman it was to his credit that he meant it. . . We all of us like and esteem Thackeray a little the less because of the evasion."



THE AMERICAN JUGGERNAUT (SEPTEMBER 3, 1864).



THE SENSATION STRUGGLE IN AMERICA (JUNE 7, 1862).

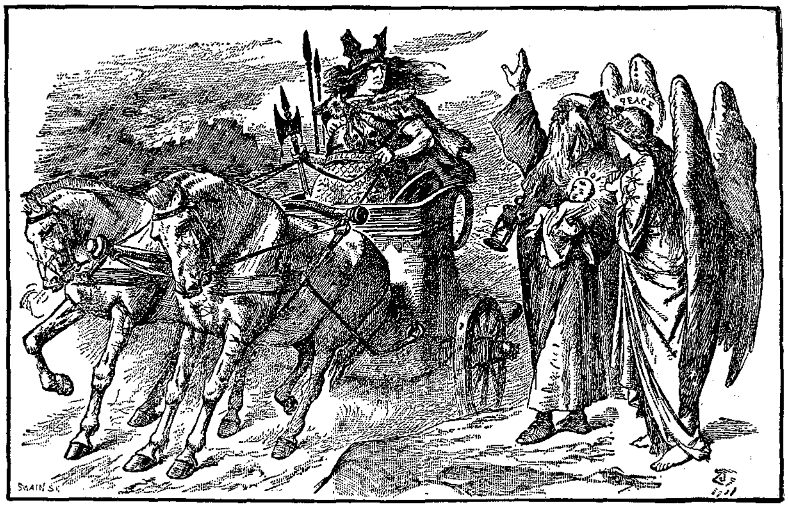
A good deal of the "background" to which Mr. Maurice refers has quite recently become "foreground," through the public auction sale of a famous Thackeray collection owned by the late Major Lambert. The parts about which curiosity was most eager were the unpublished letters to Mrs. Brookfield, and, Mr. Maurice avers, "the same disingenuous attitude" has been taken in regard to them. We read:

"These letters have been summed up as revealing 'an hitherto unknown side of Thackeray's private character, of his pure yet passionate love for his ideal of beautiful accomplished womanhood, of his utterly unselfish nature and his great charity; in fact, they disclose all that a man could confide to a beloved married sister in whom he had the utmost confidence.' Another substantial stone added to the edifice of the Thackeray humbug."

Mr. Maurice recalls the anecdote that a little before the end one of his daughters asked Thackeray which of his friends he loved best, and he replied, "Why, dear old Fitz, of course, and Brookfield." He adds:

"In his later years he must have changed radically in his feelings, for in September, 1852, in a letter addrest to Mrs. Brookfield, but sent to the convenient Miss Perry—somehow Miss Perry suggests the sentimental *Miss Frisbee* of 'Pendennis'—he wrote of that dear friend Brookfield as follows:

"'The fact of your position makes it impossible to write almost. I am not to show that you are miserable. I am not to show that I think your husband is wicked and cruel to you. I am not to show that I think you know that you are unhappy and are treated with the most cruel tyranny. Nobody is to know anything of your misery. We are to go on grinning as if we were happy, because William's cough is certainly very bad, and he should not be disturbed in exercising his temper. . . . What hasn't she given up for that man? Youth and happiness, and now her dearest friend—what a friend—and to what a man—a fellow that says to her face he ought to have married a cook, and treats her like one.'"



TIME'S APPEAL.

Tenniel's last appearance in *Punch*, January 2, 1901.

SOME CHARACTERISTIC TENNIEL CARTOONS.

RELIGION AND SOCIAL SERVICE

CHICAGO'S "MOVIE" CENSORSHIP

A SEVERE RAKING is administered to the Chicago daily papers by *The Northwestern Christian Advocate* (Chicago, Methodist) because of their attitude toward the moving-picture censorship board in that city. Five men and five women, appointed by the Mayor upon the recommendation of various persons and social organizations, constitute Chicago's new censorship board, which formerly was made up of ten policemen, who inspected and passed upon all moving-picture reels before they might be exhibited to the public. *The Advocate* calls attention to the closer cooperation in these days between the film exhibitors and the daily press as witnessed in the publication of moving-picture stories in the columns of certain dailies, and "supposed to be 'pure reading-matter,'" as well as to the daily receipt of hundreds of dollars poured into the newspapers in the form of display advertisements of the picture-theaters. Consequently it is not strange, in the judgment of *The Advocate*, that the editorial columns of these papers disclose no word of commendation for the newly adopted system of censorship, which is to regulate the shows of six hundred picture-theaters, having an attendance of three-quarters of a million each day. *The Advocate's* serious concern is to protect "the tens of thousands of boys and girls whose minds have been captured, whose nerves have been sensitized, and whose notions of life are fast becoming false and abnormal because of the topsyturvydom presented to them day after day," while the moving-picture producers argue in their defense that they are merely giving the public what the public insists on having. On this point *The Advocate* remarks:

The BRIDE OF MYSTERY
The BATTLE IN THE CLOUDS
A BATTLE IN THE CLOUDS
GRACE CUNARD & FRANCIS FORD
SAVED FROM THE ELECTRIC CHAIR
LIEUT. BECK
SING SING PRISON

TYPICAL FRONT OF A "MOVIE" THEATER.

These theaters "cater to the most plastic, the most sensitive audiences imaginable with exhibitions that at the best are calculated to excite and absorb youthful minds."

"So reckless did the makers of films and the exhibitors thereof become in showing indecent and dangerous scenes that the city was compelled to step in and exercise a censorship. The men managing these companies are not in the picture business for the good they can do—not in the least—and it is absolutely demanded that they be curbed by ordinance. Chicago consequently has established a board of censors who witness the unrolling of every film seeking entrance into the city playhouses and decide upon which, if any, shall be excluded in toto, and wherein certain films must be expurgated. The board has found abundant reason for existence. Besides prohibiting certain exhibitions with positively immoral or dangerous tendencies, a large number of scenes have been cast aside. We mention just one day's batch of the excised scenes to show the character of the production:

"*The Hopi Raiders*—Killing soldier in fort and picket at gate. Shorten scene of dead bodies.

"*The Chest of Fortune*—Hitting man on head, taking records, and putting body in dredge-scoop.

"*Pirates of the Plains*—Posse shooting against sheriff and display of dead bodies. Shorten shooting-scene to a flash.

"*Paradise Lost*—From point at which second man enters house to where he leaves woman in bedroom.

"*A Romance of the Northwest*—Two gambling-scenes. Shorten time man's head is held under water.

"*Mario*—Stabbing man at wedding and struggle between man and girl.

"*His Faithful Passion*—Kidnaping girl. Shorten showing of man with skull crusht and death-bed scene.

"*The Warning*—Hold-up, taking gun, locking girl in closet, cutting rope, and tying man.

"*The Heart of Carita*—Flogging of girl."

In the judgment of *The Advocate* the film-producers must be held to strictest account because they cater to "the most plastic, most sensitive audiences" with plays that at their best are calculated to excite the minds of the young, and it questions seriously whether the picture-theater as a form of entertainment has not been forced entirely too rapidly for society's good. As to the character of the plays produced we read:

"Considered as literary productions, they are frightful in the extreme. With what bewilderment must our English teachers in our high schools view this culture-destroying trash that so absorbs the attention of their boys and girls. It would not be amiss to look at the first play that comes under our eyes as given in full-page display in one of our great morning papers, introduced with 'Read this story to-day—see it to-day in moving pictures.' It is supposed to be 'pure reading-matter.' The title, 'The Bride of Mystery,' is highly suggestive. Without entering at length into the plot, our purpose will be accomplished by quoting snatches to show up the drift. We quote:

"'With instinctive dread Dr. Ford looked at the table where Countess X. had sat. She had disappeared while the lights were out, but his eyes met a spectacle that sent a shiver through him. Over the table she had occupied hung the limp body of a man.

"'Some one elbowed his way through the throng, and Dr. Ford recognized him as Keller, a noted detective. The dead man was identified as William Vanderhoff, a millionaire. "Robbed," muttered the detective. "Where is the woman?" The girl could not be found. "She was being hypnotized by some one just as the lights went out," remarked Dr. Ford. "If you find the hypnotist you will probably find the murderer." But the detective was not listening. He had stooped and picked the butt of a cigaret from the floor and was examining the initials on it. "H. S.," he murmured. "You say the woman was being hypnotized?" he asked Dr. Ford.'"

As an additional example of the sensational in plot as well as in English we find this:

"He scribbled a message of warning to the dancer, dispatched it with a page, and turned to whisper his suspicions to his companions. But in the same moment an agonized cry of 'Fire!' transformed the audience into a riotous fury writhing toward the exits. Sinuous, snakelike spurts of flame licked the tapestries and reached hungrily for the scampering mob. Dr. Ford saw that the girl had left the stage, and was probably safe, and then he fled from the carousal of flames and smoke."

There follows a succession of hair-raising scenes, says *The Advocate*, including a visit to the morgue, detective and hypnotic exhibitions, with the following final passage:

"He snatched a revolver from his pocket and flung himself against a door. It gave, and the two men sprang into the room. Another door was forced open and they tumbled into a basement. A dozen rough-looking men sprang upon them, reeled for an instant as Keller began to discharge his weapon, and then made a fresh attack. The suddenness of the battle had dazed Ford; now he found himself firing to save his life. The battle raged fiercely, men with faces twisted into hideous snarls were struggling like maniacs, but gradually the fortunes of the fight veered toward Ford and Keller. Then a grinding roar above their heads and great currents of water burst upon them. They ran for the door, but found it bolted. The room began to fill as rapidly as if a vast cloud had burst above them, and the men were sprawling in water over their waists."

This harrowing tale of "The Bride of Mystery" is a usual type of movie play, according to *The Advocate*, which adds:

"There is hardly an exhibition that does not reel off a sensational film that, to say the least, is destructive of the tender and fine nature of the child. As one of the producers said recently: 'We producers will get the public all the educational films they'll take; but we aren't running a charity bazaar, exactly—aren't in this for our health—and we find that unless we shoot somebody or have a sentimental love-scene, we have the films to amuse ourselves with. It's the public taste—we've got to give them what they want.'"

The Chicago newspapers are reproached by *The Advocate*, not because they take an open stand against the new board of censorship, but rather because they seem to attempt "to create a feeling that they (the censors) are actuated by a too puritanic, seventeenth-century prudency wholly out of keeping with the enlightenment of this young twentieth century," and it observes with regret that "these dailies whose influence is greater than any other single influence" should fail to measure up to their responsibility in the emergency of morals brought about by the picture-theaters. Meanwhile an inkling of the frame of mind of the film-producers may be gathered from the press reports that two suits have been brought to restrain the city from censoring films.

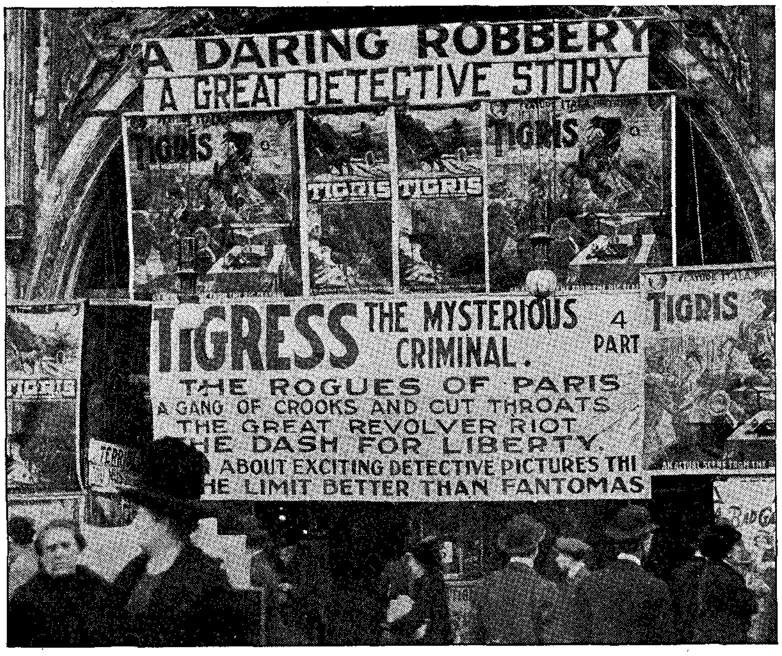
However, Major M. L. C. Funkhouser, Chicago's second deputy superintendent of police, who has charge of the censorship, is quoted as saying: "The city law department assures us the ordinance under which the board will operate is sound in every respect."

Another opinion of the crime lust in the picture-theater is humorously voiced by a writer in the New York *Tribune* under the title, "The Gotham Child's Garden of Verses":

THE MOVIES

In the shows I see with Nurse
How the sneak-thief gets the purse.
Doors forbidden are unlocked,
But Nurse and I are never shocked.

Gangsters, crooks, and lobby-gows,
A pretty lady with a souse—
Oh! what fun it is to go
With Nurse to every movie show.



HOW THE "MOVIE" THEATER ADVERTISES ITS WARES.

These posters are typical of the kind of blood-curdling entertainment against which the Chicago *Christian Advocate* and other religious papers protest. It is estimated that the daily attendance in Chicago's picture-theatres is about 750,000, and a very large number of these are children.

A JEWISH UNIVERSITY IN JERUSALEM

A HEBREW UNIVERSITY in the old Jewish capital, Jerusalem, would be of incalculable benefit to the Jews as a people, declares Mr. Israel N. Prenovitch, in *The Hebrew Standard* (New York). This is a fact they will appreciate, too, he thinks, when they consider "that Czar Nicholas II., or whoever the real Czar of Russia may be, closed up the schools of the Russian Empire for the children of the six millions of our brethren who have been unfortunately born in a country (Poland) which belongs at present to the Czar," and "that the German universities and other German high schools of learning in which thousands of our persecuted brethren of the Czar's Empire used to satisfy their thirst for knowledge are, according to newspaper reports, also being closed up for them." Then, too, "a Hebrew university in Jerusalem would also afford an opportunity for a good education to the non-Jewish residents of the Ottoman Empire, and would, therefore, act as a means for bringing about a better understanding between our brethren and their Turkish and Arabic neighbors." Yet such benefits as these, says the writer, "which the Jewish people would obtain from a Hebrew university in Jerusalem, no matter how great and important they may be, appear, however, very small, when compared with the services the university would render to us, as a people, by helping to revive and to strengthen our old national feeling which used to be the greatest pride of our ancestors and in which we are in such great need at present." And he continues:

"A national feeling or pride is a necessity for any people's ambitions to be considered as a respectable member in the family of nations. It is more than a necessity for us, as we need to regain the respect of the world which our people have practically lost in consequence of many circumstances which we did not create and which we could not prevent.

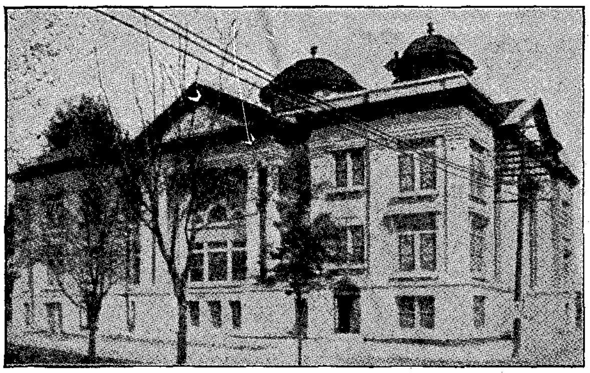
"A strongly developed Jewish nationalism is also indispensable with us in order to keep together the members of our race scattered in the different countries of the globe and living under very much different conditions. The Jewish religion, which performed this function during the last two thousand years, can not do it any more. The Jewish religion is surely not adapted to act, for instance, as a tie between the orthodox and reformed members of our race, and we can easily understand that a well-developed Jewish nationalism, strengthened by its two powerful tributaries—the Hebrew language and the Jewish history—is the only available and efficient means to perform the wonders formerly done by the Jewish religion.

"I think the above argument relative to the necessity of a strongly developed Jewish nationalism discloses one of the main reasons why the university, if built at all, should be located in Palestine and in no other place of the globe, and why it must be Hebrew in its character and nothing but Hebrew."

For these reasons Mr. Prenovitch thinks that "American Zionists should take a great interest in the establishment of a Jewish national center in Palestine, and in the matter of making all our national institutions there Hebrew, in order to insure the success of our enterprise in the Holy Land."

A CHURCH ON BUSINESS PRINCIPLES

THE SCIENTIFIC MANAGEMENT of the First Presbyterian Church of Oklahoma City impresses a writer in *The Continent* (Presbyterian, Chicago) as a notable fact in a section of the country distinguished for new ideas. The impression began with his discovery that the pastor, Dr. Phil C. Baird, dictates his sermon for the coming Sunday into a phonograph, and it increased as the investigator progressed in his examination of the church itself and of the system on which it is conducted. In addition to the auditorium, there are fifty-five rooms in the church building, ranging in use, as the names indicate, from a kitchen and a nursery to departments for Bible study. The pastor has a secretary instead of an assistant, and we are informed that few business houses have their correspondence better organized than this church.



WHERE RELIGION IS "EFFICIENT."

The First Presbyterian Church of Oklahoma City, we are told, demonstrates its efficiency even in its architecture.

The congregation, moreover, is divided into groups of ten families or individuals to each group, which is under the active direction of a captain or superintendent. At the door of the church on Sunday two men are stationed as hosts to meet and make welcome members and especially strangers, and the writer assures us that "nobody could possibly get into or out of First Church of Oklahoma City without a cordial greeting." Again, as a matter of novelty and also of efficiency, we read that—

"Two elders occupy the pulpit with the minister every Sunday. They conduct every part of the service except the preaching and the making of the pastoral prayer. All the elders take turns and all are competent. This means that whether the pastor be present or absent the elders are always 'on the bridge,' as visible reminders that the church services are not merely assemblies of people, but that they are an expression of the organized life of the congregation. When the pastor is absent, especially on his summer vacation, when he goes on the Chautauqua platform, the elders secure the supplies. In a score of ways the people are made to feel responsibility for the church work.

"Among the varied organizations of the congregation—and these are naturally many—I found the 'church matrons,' a group of ten ladies, two appointed by each section of the ladies' aid, whose duties are outlined as follows:

"'Purpose: To keep an oversight of the young girls of the congregation, especially noting those of proper age and religious experience to unite with the church; to welcome girls and young women on their reception into the church; to look after those who may be sick, and to render every assistance possible by way of advice, sympathy, and direction to any who may be in trouble; to have one or more members of the committee in every public service on the Sabbath and at the midweek prayer-meeting; to be present at social functions given for the benefit of new members; to advise and report to the pastor frequently.'"

The pastor observes office hours in the church every day between half-past one and half-past two, and on Monday evenings is "at home" to the congregation. In the foyer of the church is a visitors' register. Through his secretary, the pastor makes extensive use of form-letters, we read, as well as of letters specially prepared for members, prospective members, and strangers, while the district organization of the church, briefly mentioned above, is thus more fully described:

"This is broadly called the 'pastor's aid.' Its object is to enlist the church members in active service and to cover effectively the territory of the church. The entire congregation is divided into groups of approximately ten families or individuals to a group, living contiguously. The collection of these groups averages three to a district. There are seventeen districts in the general scheme. Each district and each group has a captain or superintendent. Over the whole work of the pastor's aid there is a general superintendent and two assistants, members of the session. These receive monthly reports from the district superintendents, who in turn receive reports from the group superintendents.

"The group superintendent is no idle functionary. He (or she) is expected to visit every home in the group. He reports on the number of children in each home attending Sunday-school, notes removals and arrivals, and he or his assistant is present at every public service of the church, keeping tab on the numbers of the group present. In the case of absence of members for three consecutive Sundays, the pastor is notified, as is also the case whenever there is illness.

"With this force at his command, one may imagine the amount of work a minister can do. Dr. Baird writes letters, for example, to the church women who are neighbors of each prospective church member and suggests that they call at certain stated intervals, making sure that there shall be a continuous stream of callers. The pastor himself visits several families every afternoon. But the real calling is done by the women of the church, who last year made 3,600 church visits. The Ladies' Aid Society, which is divided into five circles, meets monthly, and part of the exercises of the meeting is the reporting of the number of calls made by the members."

The influence of these 3,600 visits and of the work of the men as "hosts" at church from Sunday to Sunday is apparent, the writer says, in its effect toward "congregational solidarity." Also this scientific method of running a church relieves the minister of burdens, we read, and there is offered, in instance of this, the fact that Dr. Baird never has to ask for money for any cause. "The trustees won't let me," he is reported as saying; and it is the affair of the trustees to furnish the budget of $14,000 per year, which is provided by 700 subscribers in a church whose membership does not quite reach a thousand in number.

Efficiency counts also even in the architecture of the church, the writer notes, which he pictures as—

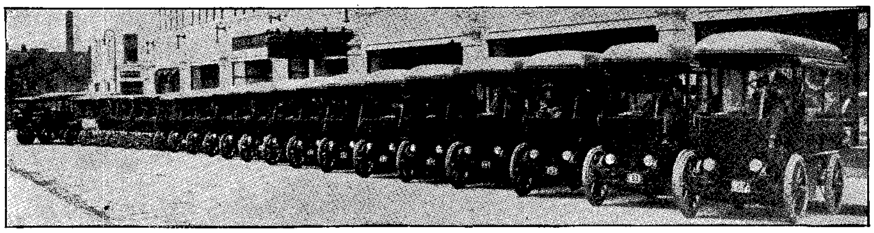
"A splendid modern structure of modified Greek type, a style that is very popular in the West. Gothic traditions do not count for much in these newer communities; they want efficiency in a church, as well as beauty and religious atmosphere."

Yet we are reminded that "there is nothing sensational about this church." It is designed and operated simply and solely to meet the needs of civic and Christian life in Oklahoma City, and so realizes the "modern conception of a working church, which has been made all things to all men all the year through."

MOTOR TRUCKS

THE TRUCK IN THE RECENT SNOW-STORMS

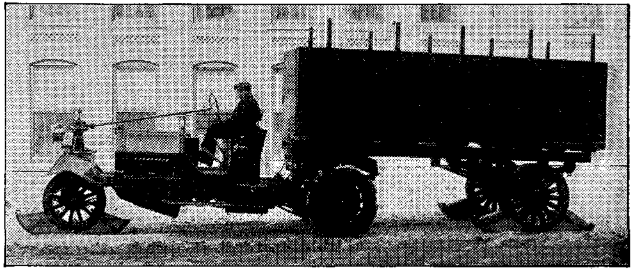
PAPERS devoted to motor interests have been dwelling with much emphasis on the excellent work done by motor-trucks in city streets after the great snow-storms of February and early March. In several cities which were for a time well-nigh prostrated by the accumulations of snow in their streets, the work done by motor-trucks, according to *Motor Age*, demonstrated "more forcibly than words can tell the superiority of the motor-truck as compared with the horse-drawn vehicles under like circumstances." *The Commercial Vehicle* makes the same contention, declaring that the horse "appeared to its poorest advantage," and gave, in fact, a new reason why he should be "eliminated from large cities." To haul a wagon with horses, double the number of horses were called for, and even then "the pace was slow," while the loss in horses was often high. The writer believes that the showing made by motor-trucks "will be their most potent selling argument during the next two months."



From "The Commercial Vehicle."

Twenty-five electric delivery-wagons recently purchased in Cleveland on a single order.

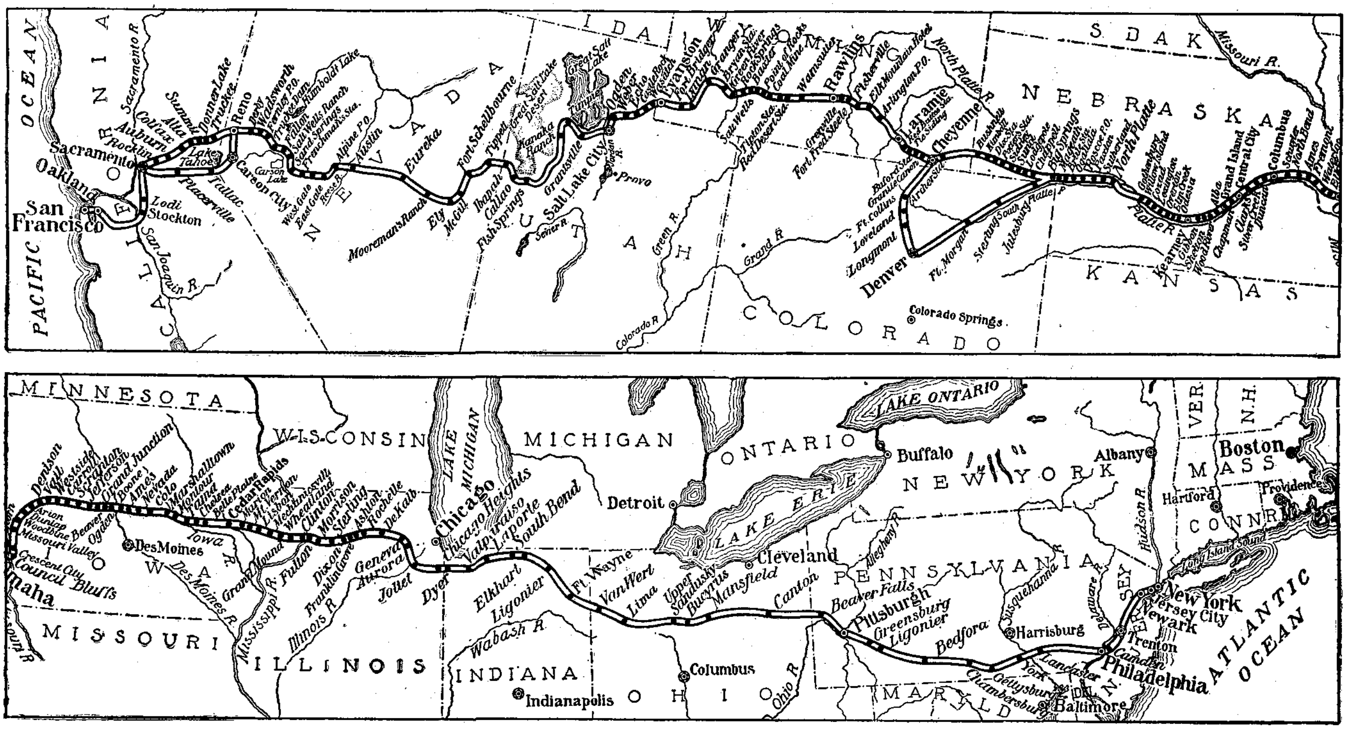
The same paper made inquiries on the subject of department stores in New York using motor-delivery-wagons, and found that they "experienced little trouble of any serious nature." One of the largest houses, using over one hundred trucks, "had no trouble whatever, but covered its routes as usual under full load, in the usual time, and with no unusual mechanical trouble." Another large house, with a fleet of 102 motor-vehicles, operated over their regular routes without trouble. The gasoline and electric wagons "worked equally well." Congestion in the streets sometimes caused delays of from two to three hours, but otherwise there was no interference in deliveries. Several wholesale grocers were interviewed. One of these declared that the motor-trucks "were able to cover their regular routes every day with a delay perhaps sufficient to cut down the total amount of work to about 66⅔ per cent. of normal." Horse-vehicles, meanwhile, also lost about one-third of their effectiveness, but four horses had to be used instead of two, and the animals had to be rested every other day. This comparison if reduced to percentages shows 66⅔ per cent. efficiency for motor-trucks and 12.2 per cent. for horse-drawn vehicles. One of the large coal companies, operating forty-two gasoline trucks, many of them of ten tons capacity, "found the first day most trying, owing to the inexperience of drivers with heavy snow." The more skilful drivers on the second day did better.



Springfield, Mass., in the recent snow-storms, had a total fall of nearly thirty inches, so that motor-vehicle transportation was almost suspended except on streets kept open by snow-plows. One company overcame its difficulties in an ingenious way with a tractor-trailer combination by putting runners under the trailer-wheels and also under the front steering-wheel of the tractor, as shown in the above picture.

Experience with these heavy snowfalls has brought out one or two weaknesses in conjunction with the operation of motor-trucks in daily service," says a writer in *Motor Age*. He specifies:

"The snow has demonstrated that there are thousands of drivers incompetent to handle a motor-truck when exigencies present themselves. These drivers are apparently competent to pilot a car through a city street over dry pavements, but hopelessly inadequate to handle it in snow. They do not possess the elementary knowledge of how to drive when the rear wheels begin spinning in the loose, powdery snow the same as in fine dry sand. Observations in four or five cities have shown


PACIFIC OCEAN
CALIFORNIA
San Francisco
Oakland
Sacramento
Stockton
Lodi
Placerville
Tallac
Lake Tahoe
Reno
Carson City
Truckee
Donner Lake
Sacramento R.
San Joaquin R.
NEVADA
Fallon
Austin
Eureka
Ely
McGill
Fort Schellbourne
Mooreman's Ranch
UTAH
Salt Lake City
Great Salt Lake
Ogden
Provo
Fish Springs
Grantsville
Green R.
Colorado R.
IDA
WYOMING
Evanston
Fort Bridger
Granger
Rawlins
Laramie
Cheyenne
North Platte R.
S. DAK
Missouri R.
NEBRASKA
North Platte
Kearney
Grand Island
Columbus
Julesburg
Sterling
Ft. Morgan
Denver
Longmont
Loveland
Ft. Collins
Colorado Springs
COLORADO
KANSAS
MINNESOTA
IOWA
Omaha
Council Bluffs
Denison
Ames
Marshalltown
Cedar Rapids
Des Moines
MISSOURI
WISCONSIN
LAKE MICHIGAN
MICHIGAN
ILLINOIS
Clinton
Dixon
Rochelle
DeKalb
Geneva
Aurora
Joliet
Chicago
Chicago Heights
Dyer
INDIANA
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South Bend
Elkhart
Ligonier
Ft. Wayne
Indianapolis
Detroit
OHIO
Van Wert
Lima
Upper Sandusky
Bucyrus
Mansfield
Canton
Columbus
Cleveland
LAKE ERIE
ONTARIO
LAKE ONTARIO
Buffalo
NEW YORK
Albany
PENNSYLVANIA
Beaver Falls
Pittsburgh
Greensburg
Ligonier
Bedford
Chambersburg
Gettysburg
York
Lancaster
Harrisburg
Philadelphia
Camden
Trenton
Newark
Jersey City
New York
Baltimore
MARYLAND
Hudson R.
Hartford
CONN.
Providence
Boston
MASS.
VER.
N.H.
Long Island Sound
ATLANTIC OCEAN

ROUTE OF THE LINCOLN HIGHWAY, AS ALREADY ARRANGED, FROM THE ATLANTIC TO THE PACIFIC.

Existing roads were selected in laying out this route, the plan being now to widen and otherwise improve them under an expenditure of $25,000.000.

Hair thinning a little at the temples

?

Scalp occasionally irritated

?

Hair falling faster than new hair arrives

?

The answer:

Systematic shampooing with

Packer's
CAKE *or* LIQUID
Tar Soap
(*Pure as the Pines*)

"Systematic" means not only regularly, but also correctly. The creamy lather should be well worked in with the finger-tips, at the same time manipulating the scalp to loosen it and keep it loose.

It is easy and pleasant to use Packer's Tar Soap. Try it—note the cleanly, healthy feeling that follows.

Write for our new manual, "The Hair and Scalp—Their Modern Care and Treatment," which will help you get the utmost benefit from shampooing with Packer's Tar Soap. Mailed post-paid on request.

Send 10c for a sample of Packer's Tar Soap. State whether you wish cake or liquid

THE PACKER MFG. CO.
81 Fulton Street, Suite 84-A, New York

PACKER'S
LIQUID
TAR SOAP
for
Shampooing
(PERFUMED)
PRICE 50 CENTS
THE PACKER MFG CO.
NEW YORK U.S.A.
PACKER'S TAR SOAP
PACKER'S TAR SOAP

that the driver continues to keep the rear wheels spinning when the truck fails to make headway. The longer they spin, the deeper they sink into the snow, and the more difficult becomes the job of extricating the truck and getting under headway. Spinning the wheels this way is the last thing that should be done. The moment forward movement stops, the driver should cease spinning the wheels. It is the same story as that of a touring-car mired in mud or sand. By spinning the wheels, you only destroy tires and sink the car deeper.

"But in addition to making extrication more difficult by this foolish spinning of the rear wheels, the truck-driver has been seriously damaging his tires. It may seem innocent sport to watch the rear wheels of a truck shod with dual solid tires spinning round in the snow without the truck making headway, but many cases of tires coming loose on the base have been reported within the last 10 days because of this foolishness on the part of drivers. There are cases of new tires, with scarcely a chip of rubber lost from the tread and with few indications of wear, quite loosened at the base and practically destroyed by this absurd snow-driving.

"These snow difficulties suggest the necessity for antiskid devices, for use on trucks from 1-ton capacity up, fitted with dual solid tires. Observations show a remarkable lack of preparedness on the part of truck-operators. Many of them have wrapt a few strands of rope around the tire and felloe at one or two points on the circumference. Others have fastened links of chains at two or three places, and not infrequently only one piece of chain will be seen on a tire. This irregular placing of chains or ropes makes a very hard drive and gives a most irregular or intermittent drive which is hard on the transmission mechanism of the truck.

"There is a wide field for different forms of antiskid devices for vehicles of this type, which is a difficult field to cope with in that such devices are rarely needed except in such exigencies as snow and ice. Occasionally these are met with in our large cities a few times a year, but when needed are badly needed. There are, however, many cities where such devices are needed for several of the winter months."

The subject is also discust in *The Commercial Vehicle.* Drivers, who in normal times had proved themselves efficient, became quite helpless when contending with the snow. The writer says:

"When wheels start spinning the driver should cut out the power and see what can be done to get traction. Sometimes it is necessary to remove a few shovelfuls of snow, sand, or mud from in front of the wheels. At other times it is necessary to get some hard substance under the wheel, so that the tire can get some grip or traction. With the snow it was necessary at times to increase the weight on the rear of the truck, a policy which proved effective in not a few cases. It was ludicrous to see some drivers removing part of the load from the rear of the truck in order to get free, this being the very opposite to what should be done.

"The majority of the truck-operators seemed quite unprepared for the emergency which the snow precipitated. It was apparent they had not prepared themselves for such a situation. They were not prepared so far as antiskid equipment was concerned, and they were not prepared so far as coaching their drivers was concerned. Operators of motor fleets will have to bear in mind that exigencies of this nature will continue to occur each season, and the operator who prepares for them will reap the benefits."

THE LINCOLN HIGHWAY FROM COAST TO COAST

Henry B. Joy, President of the Lincoln Highway Association, says he has received many inquiries as to "when that highway would be open to traffic." He replies that the highway "is open to traffic now"; it already "connects Forty-second Street, New York, with Market Street, San Francisco." By this he means not that the work of improving the highway into a hard and smooth thoroughfare across the continent has been completed, but that the road itself, the same being a combination of existing roads, has been selected. Moreover, the route has been "completely marked, either by old motor markings or by road-association signs," and the name Lincoln Highway is used on many of these signs. Elsewhere in this issue appears a map of the Lincoln Highway.

The project contemplates improving existing roads, so that they shall be from twelve to twenty feet wide and built of concrete. The estimated cost is $25,000,000, of which $10,000,000 is to be raised by public subscription, and the remaining $15,000,000 indirectly by certain States which will improve such of its own roads as are taken into the highway. It is believed that during the present year in the twelve States traversed by this route several million dollars will be spent by States, cities, and villages in straightening and regrading the route selected. Mr. Joy thinks that before midsummer the task of putting up signs along the route will have been completed. Motorists will then be able to "make the entire transcontinental tour without the slightest fear of becoming lost along an unknown thoroughfare." He says further:

"In the Pennsylvania mountains, through Ohio and Indiana, into the garden stretches of Illinois and Iowa, through Nebraska, on through Cheyenne to Salt Lake and San Francisco, the road will be marked with the tricolor insignia of the Lincoln Way.

"The public-service corporations of New Jersey have stretched a point to allow the marking of the State road. In Philadelphia the signs were erected by public officials.

"In Iowa, Nebraska, Illinois, Nevada, and several other States, the marking is practically complete. The large letter 'L' on a white background with a stripe of red above and another of blue below has become a familiar sight to cross-country tourists.

"DeKalb, Illinois, has its Lincoln Way. So have East Liverpool, Lima, Canton, Massillon, Wooster, and other Ohio towns. The historic 'Plank Road' between Jersey City and Newark, which is now the Eastern terminus of the ocean-to-ocean trail, has been officially renamed the Lincoln Way. In other States where the designation has not yet been made official, resolutions have been introduced to authorize the change.

"It is prophesied by Charles A. Bookwalter, of Indianapolis, that more than 100,000 automobiles will pass over the Lincoln Highway during 1914.

"One interesting proposition in connection with the way is that the various branches be named for certain great figures of our history. The branch to Los Angeles is suggested as the Roosevelt Highway; that into the South, the Lee Memorial; the branch into the Northwest, the McKinley, and that from Cheyenne to El Paso, the Cleveland Highway."

(*Continued on page* 714)

CURRENT POETRY

"THAT GREAT BLOSSOM, the rose of fourteen petals that even modern poetry still wears close to her heart," is Katherine Hale's fine phrase for the sonnet. Is the sonnet still held in honor? Not by the poets who write for the magazines, at any rate; one must turn many pages to find a specimen of this beautiful and difficult form.

Therefore it is especially pleasant to come upon the sonnets of Mr. Mahlon Leonard Fisher. His "November," to which Mr. William Stanley Braithwaite justly gave high praise, is undoubtedly remembered by readers of these columns. Here are two more of his sonnets, of which one is certainly the equal of "November" in loveliness and strength.

We regret that we can not give its original publishers credit for "On a Sculptured Head of the Christ." It was quoted by Miss Caroline D. Swan in "Poets of To-day and To-morrow," an interesting critical paper contributed to the Toronto *Register-Extension*. In nobility of thought and expression it endures comparison with some of the greatest sonnets of our time.

On a Sculptured Head of the Christ

By Mahlon Leonard Fisher

I saw it once where myriad works adorn
  Encloistered walls as with a Cloth of Gold;
  There did I see, still fair in every fold,
Still jewel-strewn, the robe a king had worn.
I glimpsed a god, of antique glory born;
  A boasted picture and a carven gem,
  Soul-sick the while to view, unvexed of them,
That simple Christus with its crown of thorn.

The World is old; she hath seen many wars;
  And states and kingdoms crowd her courts like grass;
  Princes in pride she watches where they pass
Unnumbered and innumerable as the stars;
Then turns, a child with tired feet homeward set,
Back to the Cross, and lo! her lids are wet.

The other sonnet—a restful picture—we take from the April issue of *The Smart Set*. "Nor ever sense the slip of swift canoe" is admirably onomatopoetic.

The Still Places

By Mahlon Leonard Fisher

Only the stars look down upon their sleep;
  Only the light winds, loitering, speak with them;
  Dawn lays, reluctantly, her diadem
On irised isles where shapes of silence creep.
Clear fountains flow untasted; rivers leap,
  Nor ever sense the slip of swift canoe;
  Fair sunsets blaze and fade and blaze anew,
Where unheard husbandmen rich harvest reap.

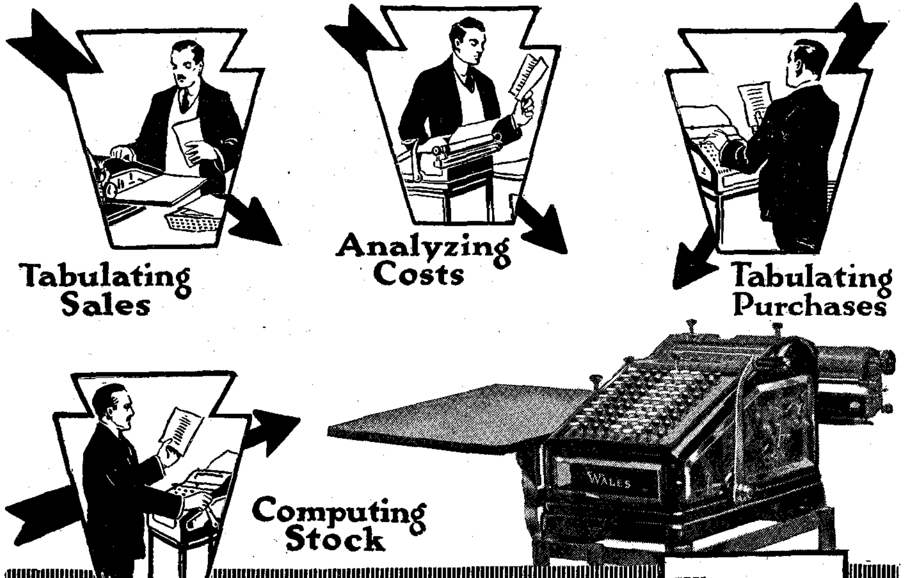
And there are outbound butterflies to chase;
  And marguerites a-tiptoe in the grass;
  And idle pools, like pure pellucid glass,
A-yearn to mirror there a child's bright face.
  Brown brooklets dream of barefoot ecstasy
  And wee white feet where whitest pebbles be.

From *The Smart Set*, too, we take this charming bit of Irishry.

The Country of the Young

By Donn Byrne

One of the shee-folk said to me:
"It is better to leave, while the heart's unwrung,
A world where even the young grow old,



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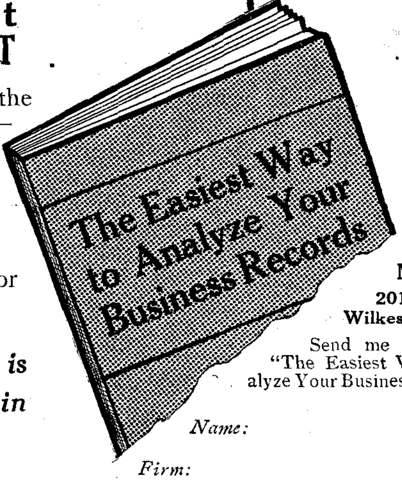
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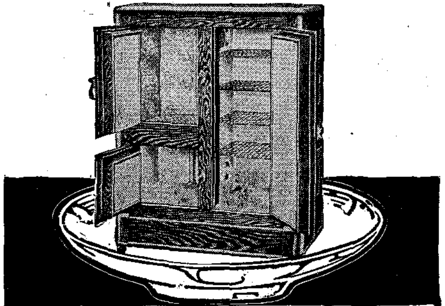

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133 Clyde Park Ave., Grand Rapids, Mich. (1)

And come to a world where the old grow young.
For a black frost comes o'er the souls of men
And their hearts grow cold as a mist on a fen,
And sorrowful and grave and lone;
And sad, as the rain on a winter's day;
And gray as a lichen on a stone.
It is better to rise and travel afar
With the shee-folk high over wood and wold
To the merry land where the shee-folk are;
To sing the songs the shee-folk sing;
To dance within their magic ring
To the tunes their little pipers play;
To love their maids; to hear tales told
Of how things were ere the world grew old;
To sport with queens; to drink brown beer;
It is better to be with the shee-folk there
Than to stay in a world of cark and care
Till the blossomy heart grows withered and sere."

Mr. Laurence Binyon's new book, "Auguries" (John Lane Company), is dedicated to Mr. Robert Bridges. This poet's work is not unlike that of the Laureate in its dignity and restraint. "The Bowl of Water" is an exquisite portrait, but the last four lines mar its unity.

The Bowl of Water

By Laurence Binyon

She is eight years old.
When she laughs, her eyes laugh;
Light dances in her eyes;
She tosses back her long hair
And with a song replies;
Then on light feet she darts away
Tripping, mischievously gay.
But now into this room of shadow
Coming slowly with the sun's long ray
And all the morning on her simple hair,
O how serious-eyed
She steps preoccupied
Holding a bowl of water
Poised in her fingers' care—
Water quivering with cool gleams
And wavering and a-roll
Within the clear glass bowl,
That brimmed and luminous seems
A wonder and a shining secrecy,
As if it were the world's most precious thing.
So open-clear that all have passed it by.
Cut stalks of iris lie
On the bare table, flowers and swelling buds
Clasped in close curves up to the purple tips
That shall to-morrow burst
And shoot a splendid wing,
When they have drawn into their veins the spring
Which those young hands, with the drops bright
 on them
So all intently bring;
Costless felicity,
Living and unbought!
But over me, O flowers
That neither ask nor sigh,
Comes the thought,
How all this world is wanting and athirst!

There is melancholy in all Mr. Binyon's verse—even in this delicate little song.

Ferry Hinksey

By Laurence Binyon

Beyond the ferry water
 That fast and silent flowed,
She turned, she gazed a moment,
 Then took her onward road.

Between the winding willows
 To a city white with spires.
It seemed a path of pilgrims
 To the home of earth's desires.

Blue shade of golden branches
 Spread for her journeying,
Till he that lingered lost her
 Among the leaves of spring.

This poem's long sonorous lines suit well the melancholy of their message.

Sorrow

By Laurence Binyon

Wo to him that has not known the wo of man,
Who has not felt within him burning all the want
Of desolated bosoms, since the world began;
Felt as his own the burden of the fears that daunt;
Who has not eaten failure's bitter bread, and been
Among those ghosts of hope that haunt the day,
 unseen.
Only when we are hurt with all the hurt untold—
In us the thirst, the hunger, and ours the helpless
 hands,
The palsied effort vain, the darkness and the cold—
Then, only then, the Spirit knows and under-
 stands,
And finds in every sigh breathed out beneath the
 sun
The human heart that makes us infinitely one.

Mr. John Kendrick Bangs writes humorous verse that is graceful and effective; there are some good examples of it in "The Foothills of Parnassus" (The Macmillan Company). There are also some serious poems of real beauty—such as this well-phrased little sermon.

The Rose

By John Kendrick Bangs

The Rose was born,
 She bloomed, and died.
"A lot forlorn,"
 Some mortal cried.

"A few brief days
 Of life, a breath
Like summer haze,
 And thence to death!"

Ah, well, that's life!
 Our years are brief.
Some joy, some strife,
 And then relief.

How joyous she,
 How free from woes,
To live, and be,
 And die, a Rose!

There is nothing strikingly novel about the following verses, but they have an old-fashioned fragrance. We take them from *The Bellman:*

White Violets

By Louise Foley

Perhaps it was not long ago,
 Perhaps a thousand years,
We stood where bright cool waters flow
 And I could scarce keep back my tears.

Behind us rose a little slope
 And thick white violets sprang therefrom,
Sweet April signing me to hope
 For happy days to come.

Vain hope! I learned in that brief hour
 You loved me not or ever would,
I knew that I had not the power
 To rouse you where you dreaming stood.

My heart with every mighty leap
 To sharpest agony was wrought,
You watched the gusty ripples creep—
 It was so plain you loved me not!

Hope, love, and pain are fading all,
 And while I watch them dimly pass,
One thing I vividly recall:
 There were white violets in the grass.

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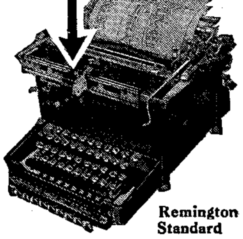

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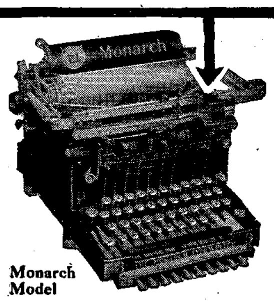

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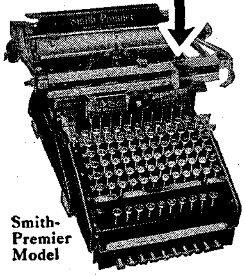

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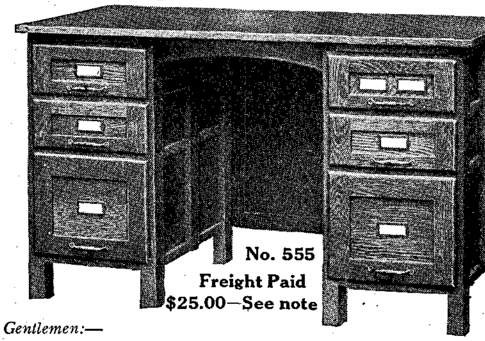
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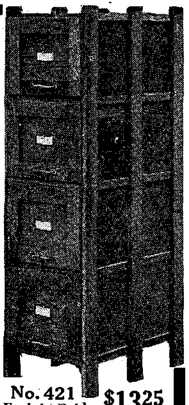
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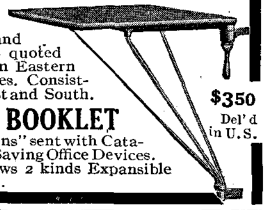
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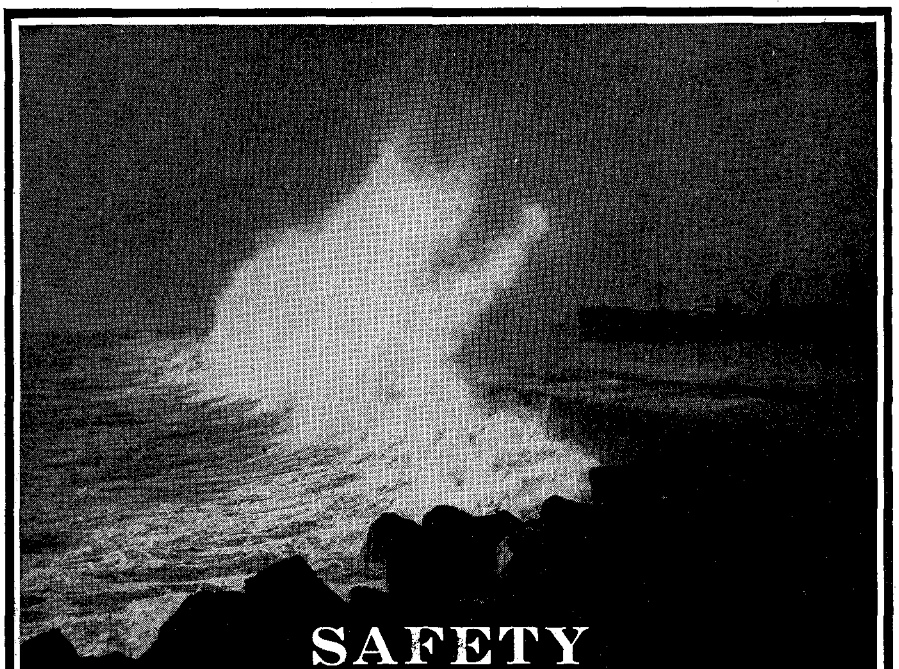

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PERSONAL GLIMPSES

THE RÔLE OF THE TEXAS RANGERS

THE Texas Rangers may be as innocent as little lambs in connection with the recovery of the body of Clemente Vergara, the American slain by Mexican Federals, from the other side of the boundary-line, but we are assured that those who know them will credit them with having gone the full limit of their authority. The organization has been a terror to outlaws in the border country for forty years, and its history is full of lively incidents. It was created for the purpose of protecting lives and property from marauders on the plains of western Texas, and it seems to have justified its existence. The Vergara episode gave the Rangers a bit of international notoriety, and the New York *Herald* finds occasion to tell some of their history:

In the old days the Rangers had the distinction of being the real "gun-fighting" men of the world, and this distinction still belongs to them. Their methods of operation are different to-day, however, altho the little army of men now in the State's service are just as brave and as expert in the use of the rifle and pistol as in the time when their chief occupation was fighting bands of depredating Indians or running down the bandits of the border.

A movement was started some time ago to disband the Rangers, on the ground that their services are no longer necessary, and that they are used chiefly to perform the duties that properly belong to the peace officers of the different counties. But the fact that they were the first to be called upon when protection was demanded in connection with the Mexican situation has probably put an end to this movement for all time. Besides, Texans have so much sentimental pride in the wonderful deeds of valor of their Rangers that it is doubtful if such a movement would have terminated differently in any circumstances.

From the time the Ranger organization was first established its members have all been picked men, proved experts in marksmanship, at home in the saddle, and absolutely fearless in the face of any danger. In addition they are required to be of good moral character, which means that they do not drink or gamble. The majority of them were formerly cowboys, and when they leave the service they generally return to the ranch. When a vacancy occurs in a company the captain of that company selects a man to fill it.

"The way I did," said Capt. "Billy" McDonald, who saw many years in the service, "was to look into a man's eyes and I could tell in a minute if he had the right stuff in him to make a good Ranger. I never got fooled either."

"There are some folk," continued the captain, "who think that because the boys are always ready to fight like a bunch of wildcats they must be a reckless, rowdy set of men. This is not so. The Rangers are just naturally as peaceful and God-fearing men as you'll find anywhere.

"There's Capt. John R. Hughes, for instance. He's been a Ranger for nearly thirty years and he's killed a lot of men, but he's a great Sunday-school worker.

A few months ago he was ordered from his station, Ysleta, where he was superintendent of the Sunday-school, to put down the bootlegging that was going on in that part of the Panhandle region, and the children of the town made a big fuss to the Governor about moving his headquarters away."

It may be remarked of Captain McDonald himself that a few years ago he shot and killed four Mexicans who were firing upon him from ambush in an isolated spot in the lower Rio Grande border, and the next Sunday he was back in Brownsville and occupied a front seat in one of the churches at morning and evening service.

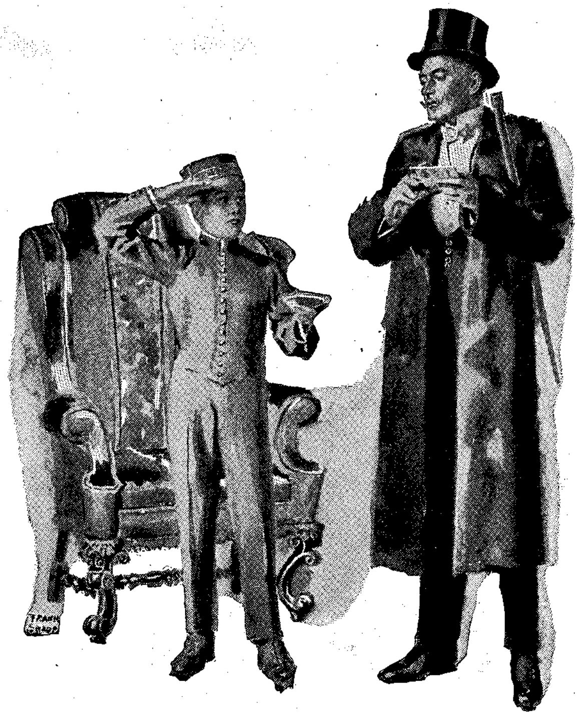
The condition existing along the Texas frontier at the time the Rangers were organized, in 1876, were a source of much concern to this Government. The cattle raids from the State of Tamaulipas, Mexico, into Texas, commenced with what is known as the "Cortina War," in 1859 and 1860. This was a most remarkable occurrence—one without parallel in our history. A single lawless ranchero with a band of friends captured a town of nearly three thousand inhabitants and not only defied but defeated the forces of the State of Texas and carried on a war against the combined forces of the State of Texas and the United States, maintaining himself for upward of five months on American soil, with the Mexican flag flying over his camp, and finally retreating across the Rio Grande, ready to renew the fight.

Such was the beginning of the border troubles on the Rio Grande, one well calculated to inspire the lawless element in Mexico with defiant pride and to teach the American people the extent of the danger to which they were exposed and their dependence on the strong arm of the Government. These feelings were confirmed and increased when the bold robber and outlaw, who was under numerous indictments in Texas for previous killings and robberies and who had left the American territory defying the United States, was deliberately sent by the Mexican Government, clothed with the high office of general of the army and Governor, back to the very scene of his outrages, and the United States quietly submitted to the insult.

In these border troubles all the country from Brownsville to Rio Grande City, 120 miles, and back to Arroyo, Colorado, was laid waste. Americans were killed or carried off, and all their movable property was taken across the border. *The Herald* goes on:

> Altho cattle-stealing was the original object of the raids, the lawless bands engaged in them were necessarily led to the perpetration of other and greater crimes. The lawless spirit, engendered by their trade and their own protection, caused them to kill travelers who happened to meet them on their raids and those who they thought might inform against them. In fact, these raids were soon turned into general robbery and slaughter.
>
> These conditions on the lower Rio Grande began to improve however, as soon as Capt. L. H. McNally and his company of Rangers were sent down there to run

(*Continued on page* 713)



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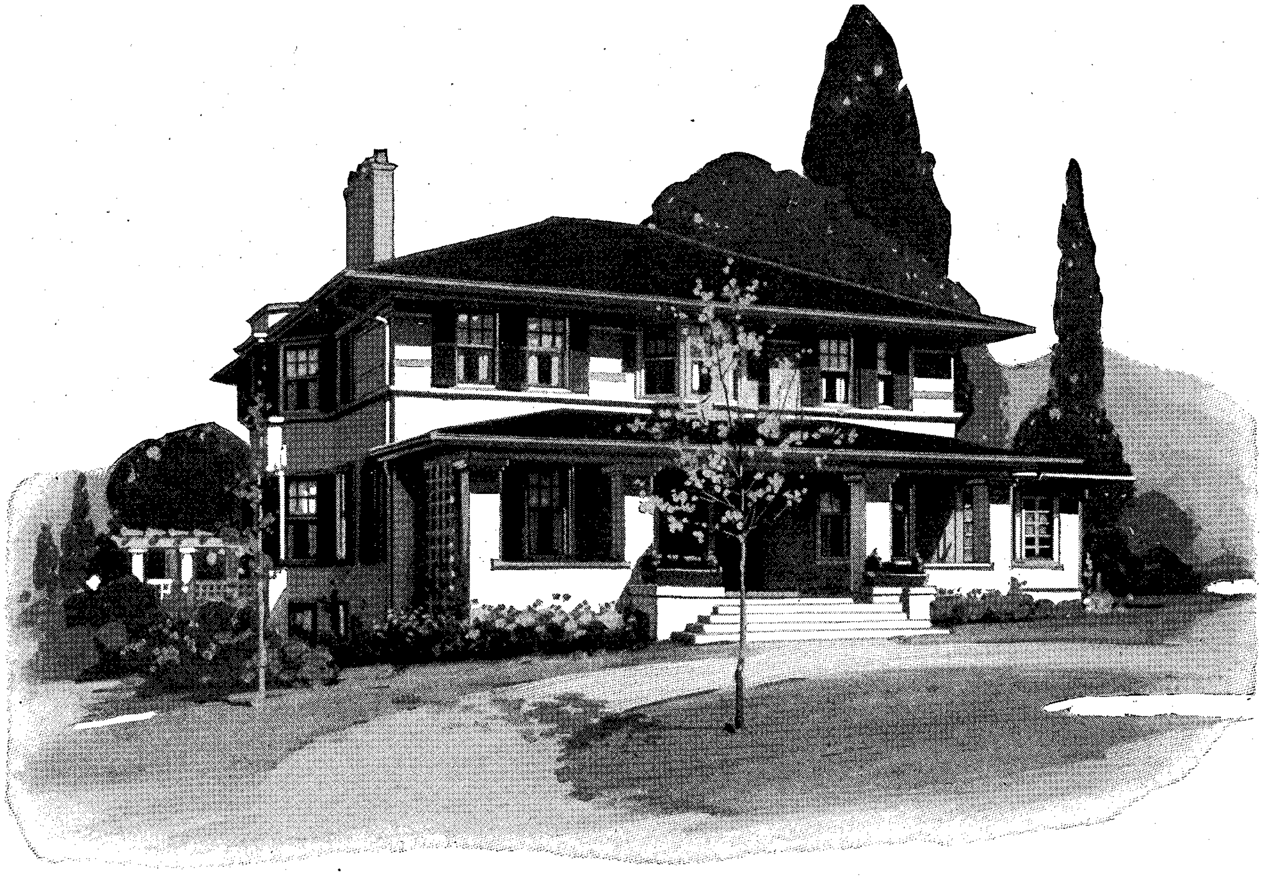

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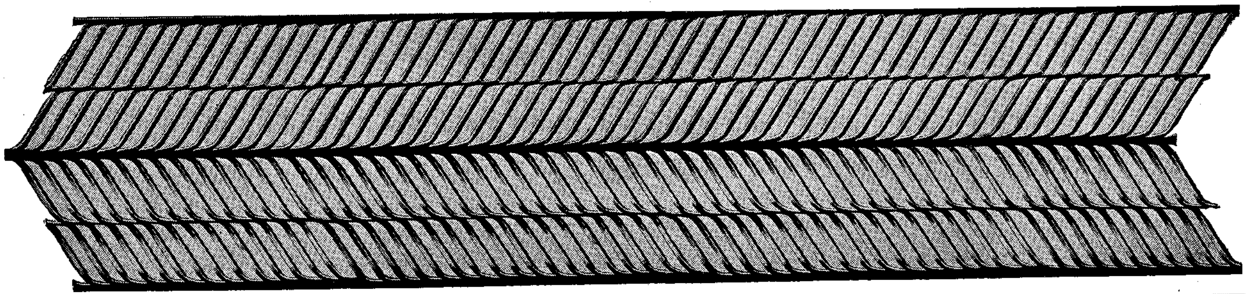


PERSONAL GLIMPSES

(*Continued from page* 711)

down the outlaws. No quarter was asked or given. It was a fight to the death when he and his men got within shooting distance of the Mexican thieves. International law had no meaning for them at such times. On one occasion they chased a band of about fifty cattle-thieves across the river into Mexico, killing twenty-nine of them without losing a man.

A name which for many years struck terror into the heart of border criminals was that of Capt. Lee Hall. Captain Hall, who is now more than sixty years old, was at the head of a company of Rangers which covered a territory as large as two or three ordinary States. They were a flying squadron that rode fearlessly into any kind of trouble where duty called them, and their battles with the Indians, the lawless white men, and Mexicans were so numerous that they were in almost constant active service for three or four years. So much was Captain Hall feared by those who had reason to dread the Rangers that numerous attempts were made to assassinate him. The room in which he slept was fired into several times at night.

One summer day about fifteen years ago, Captain Hall and his men were taking a short rest in their camp in the Big Bend country, a wild and isolated region bordering the upper Rio Grande and much frequented as a rendezvous by murderers, robbers, smugglers, and a great variety of other criminals, when a messenger rode in with the news that a Southern Pacific train had been held up and robbed near Dryden, 130 miles away. The word to be up and off was immediately given, and as the Rangers have neither tents nor chuck wagons to hinder their movements, but only a blanket under which to sleep and a small sack or two in which to carry commissary supplies, it was only a few minutes before they were headed across a trailless country for the scene of the robbery. By daylight next morning they had covered sixty miles of the journey. Leaving their tired horses at a ranch house, they snatched an hour's sleep, roped fresh horses from the corral, saddled them and were off again.

The trail of the robbers was picked up about twenty miles from Dryden, and it was discovered that they were headed north, with a posse of United States deputy marshals already in the chase. By making a detour the Rangers recovered the trail ahead of the deputy marshals. On the fourth day after breaking camp they came within sight of the outlaws, and the shooting began as soon as the Rangers and fugitives were within firing distance. One of the robbers was killed at the first fire and the second, seeing his escape cut off, climbed to a point within sight of the Rangers and deliberately blew out his brains. Three days later the Rangers were back in the Big Bend country hunting for other criminals.

As a Lone Star citizen said:

"When the Texas Rangers' hoof-beats thunder along the border two nations tremble.

"The United States does not know where they will stop.

"Mexico does not know what can stop them."

WESTINGHOUSE

LIKE many other great inventive geniuses, George Westinghouse was accused of appropriating other men's ideas and claiming them as his own. Tho the disputants of his claim to having invented the air-brake have never made much headway toward convincing the world that there is any real foundation for their assertions, they are none the less positive and specific. Whether they will ever get a serious hearing is something that time only will tell. Westinghouse is generally acknowledged to be the inventor of the air-brake, and probably will continue to be for a very long time. It is said that he spent large sums for other men's ideas, some of which were never used, and the fact that he paid for unperfected devices gave his critics an excuse for questioning many of the honors accorded him. Westinghouse was a great industrial organizer and business executive as well as a distinguished inventor, and as a manufacturer he placed upon the market most of the important devices that he perfected. His career is sketched by the New York *Sun*, following his death on March 12:

Experts in the industrial development of this country have placed Mr. Westinghouse among the seven or eight men to whom credit must be given for the country's commercial advance. To Sir Henry Bessemer and Westinghouse the exploitation of the resources of America is due. Sir Henry developed the steel rail, Mr. Westinghouse the air-brake that now is in use on all the railroads throughout the world.

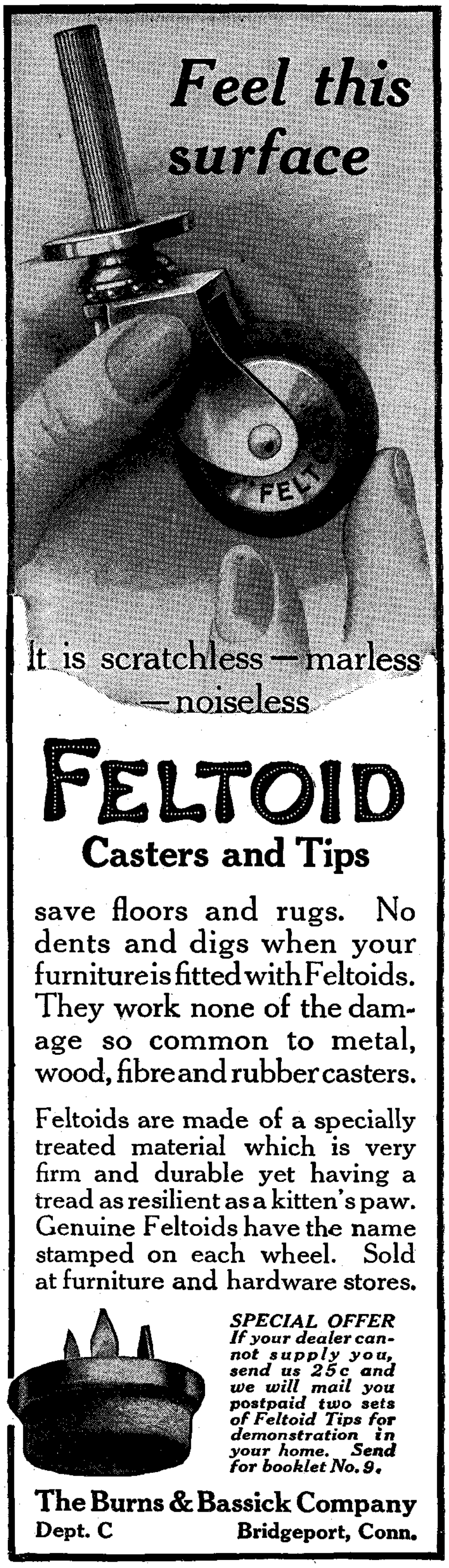
Mr. Westinghouse made many advances in the science of railway-signaling. He fathered in this country the development of the alternating-current system for electric lighting and electric power. He invented devices for safely and economically conveying natural gas over long distances and making it available for industrial purposes. His air-spring for motor-vehicles of all kinds has proved immensely valuable. He developed, in collaboration with the late Admiral George W. Melville, U. S. N., and his partner, John H. Macalpine, the geared-turbine system for the propulsion of ships.

For his work he received the highest honors in the gift of technical societies and institutions of Europe and America. Distinguished honors were conferred on him by European sovereigns. In December last he received the Grashof gold medal from the chief engineering society of Germany.

Mr. Westinghouse was born in the village of Central Bridge, near Schenectady, N. Y., on October 6, 1846. His father, also named George, was the inventor and maker of farming implements. His mother, poetical and imaginative, had a great influence in molding his mind and character.

His mind turned instinctively to inventive work, and his eagerness to toil in

(*Continued on page* 720)



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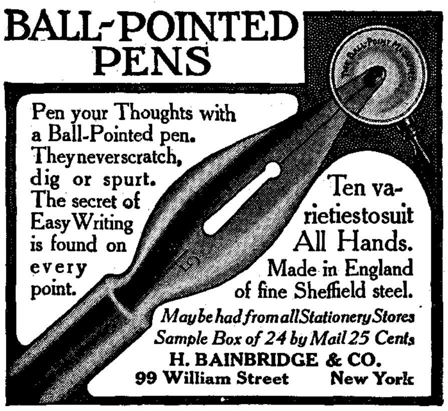
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O.K. Charles P. Steinmetz

(From an Approved Report of Some Extemporaneous Remarks of Dr. Charles P Steinmetz at a Recent Meeting of Engineers. (Dr. Steinmetz is a Past President of the American Institute of Electrical Engineers and one of the greatest electrical authorities in the world.))

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MOTOR-TRUCKS

(*Continued from page* 706)

MORE THAN ONE HUNDRED AUTOMOBILE BILLS

A compilation has been made for *The Horseless Age* of bills affecting automobiles that are now pending in State legislatures. Within five weeks after the convening of several State legislatures in January, it was found that thirty Senate bills and eighty-four House bills affecting automobiles had been introduced. The most of these are described as "relating specifically to a single kind of road vehicle." It is further stated that they are "intended primarily to raise funds for road maintenance and to increase the safety of highway travel." Classification has been made of the bills as follows:

	Bills	
	Senate	*House*
Fixing registration fees	10	18
Regulating speed and operating	4	24
Regulating equipment	..	11
Lights on all vehicles	2	5
Requiring road signs	..	3
Creating highway commissions	1	3
State aid to roads	1	2
Limiting truck weight and speed	..	2
Licensing all drivers	..	2
Limiting driving age	1	1
Requiring wide tires	1	1

The nine States in which these bills have been introduced are Massachusetts, 44 bills; New Jersey, 16; Kentucky, 13; Virginia, 12; New York, 10; South Carolina, 7; Maryland, 6; Rhode Island, 3; Mississippi, 3. Interesting details of the bills are set forth in the same article:

"In Mississippi there is a joint bill before both branches of the legislature providing for the refunding of automobile license fees that were collected under the law which the Supreme Court of the State decided last year was unconstitutional because it imposed double taxation on the owners of cars who paid personal property taxes on their machines. A decision along the same lines was handed down in Ohio last fall by one of the lower courts and has been sustained by a higher court. Test cases against the validity of the registration laws in Massachusetts, New Jersey, and California have also been brought.

"Because of this situation a bill has been introduced in New Jersey providing for the exemption of motor-vehicles from personal property tax in order to clear the way for another bill almost doubling the license fees and requiring commercial vehicles weighing more than 4,000 pounds to pay an additional $10.

"Another Jersey bill would make it mandatory upon the driver to report to the police or other authorities any accident in which his car is involved. Another authorizes the exclusion of motor-vehicles from public parks, altho the equal right of automobiles to the use of park roads was upheld in the courts of various States many years ago, in the relatively early history of motoring. Still other bills require payment of $50 a week license for operation of a temporary garage, and attachment to all motor-vehicles of a device that will scatter 72 metal markers in the street upon striking any object with the front of the car, each marker having stamped in it the registration number of the machine.

"The Kentucky Senate has before it an act to prohibit owners of automobiles, doctors, and dentists from taking out personal liability insurance, while Virginia has before the House two bills authorizing Accomac and Spottsylvania counties to levy special licenses on automobiles, in addition to a State registration fee, for the construction of roads in these counties.

"A Massachusetts bill would make all automobiles change their headlights or side-lights so that those on one side of the car will show red and the opposite lights green, like a vessel.

"Some of the legislators in New Jersey and Massachusetts would place the control of all street and highway traffic in those States in the hands of examiners and inspectors appointed by the Commissioner of Motor Vehicles and the Highway Commissioner, respectively, with extraordinary and autocratic powers of revocation of driving licenses, etc.

"A Massachusetts representative wants to have all motor-vehicles fitted with guards that will prevent mud and water from the street surface being splashed upon the persons of pedestrians. The fact that no successful device of this kind is on the market and obtainable in the required number did not interfere with the drafting and introduction of the measure.

"If five weeks can be productive of such a remarkable grist of bills, the total production before the close of the legislature next summer may rival the output of motor-vehicles, and visions of profit-sharing with the many thousands of workmen employed by the automobile factories may fade like a beautiful exotic."

CROSSING ALASKA IN A MOTOR-TRUCK

Much circulation was given in October by various periodicals in this country to a letter written in September from Valdez, in Alaska, describing a motor-truck trip to "the farthest northern point ever reached by a motor-vehicle," those who took part in the trip being "a corps of army engineers." The truck was described in this letter as making its way among glaciers and ice-clad mountains, where giant boulders had to be blasted away and dense forests penetrated. There were other hardships, due to crossing rivers, to snowslides, and to quicksand. It was declared that a new route had been established, which would save a month in reaching the headwaters of navigation on the Yukon.

A letter pointing out gross exaggerations in this statement, written on February 6, 1914, has reached this office from Nelchina, Alaska, signed, "The Boys of Nelchina, per Sam Ankney," and ending with a postscript, "You must excuse pencil, as no pen and ink are in camp." Following are interesting points from Sam Ankney's epistle: "It makes us old-timers laugh at the tough trip those gentlemen had. If you will take the trouble to look up the records of money spent and work done by the Alaska Road Commission on the same route traveled by said motor-truck, you will laugh, too. On leaving Valdez these men had a fair road to Fairbanks, with every stream bridged except three, and large ferry-boats on two of them; the other stream I have waded at various times and found it not knee-deep. Keystone Cañon [described in the letter as "fourteen miles long, with walls of ice and rock rising nearly one thousand feet above Lowe River, a typical glacier stream"] is only two and one-half miles long, and as for crevasses, I or any one else have never seen them. A Ford car made the trip from Fairbanks to Chitina in four days. The Government has spent over one million dollars on this route."

?

1914 1915

Your car starts in trim for 1914
How will it end?

Friction is relentless.

It steals mileage that belongs to you. It means lost power, and worn metal. In the end it destroys all motors.

A canvass among New York repair shops showed that about one-half of the automobile engine troubles are caused by incorrect lubrication.

Correct automobile lubrication is an intricate, scientific problem.

Motors and feed systems differ widely. *No one lubricating oil can be efficient for all cars.*

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Your motor has approximately 1500 parts. To reach all friction points properly your oil must suit *your* motor.

Words and claims cannot meet this condition.

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"Who made the oil?"

"How did they determine its fitness for my motor?"

Throughout the world, the counsel of the Vacuum Oil Company on lubricating problems relating to every class of machinery is sought by engineers who must meet the most rigid efficiency standards.

Lubrication with us is both a business and a profession.

The Lubricating Chart, printed in part on the right, represents our professional advice on automobile lubrication. It is a result of the most far-reaching and thorough study of automobile lubrication that has ever been made.

It was prepared after a careful analysis of the motor of each make and model of American and foreign car.

The oils specified have been thoroughly proven by practical demonstration.

For a number of years this Chart, which is annually brought up to date, has been the standard guide to correct automobile lubrication.

Make a note of the grade specified for your car. Then make sure that you get it.

It is safest to buy in original barrels, half-barrels and sealed five and one-gallon cans. See that the red Gargoyle, our mark of manufacture, is on the container.

On request we will mail a pamphlet on the Lubrication of Automobile Engines. It describes in detail the common engine troubles and gives their causes and remedies.

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They can be secured from reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

For information kindly address any inquiry to our nearest office.

Correct Lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example: "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil "A." The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	Arc.	A	Arc.	....	....	....	....
Avery	A	E	A	E	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	....	....
" (4 cyl.)	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	E	A	E	A	E	Arc.	Arc.
" Com'l	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Case	....	....	A	A	A	Arc.	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Chase	B	B	B	B	B	B	B	B	B	B
Cole	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Fiat	A	A	B	A	A	A	B	A	B	A
Flanders	E	E	E	E	Arc.	Arc.	....	....	....	....
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	....	....
Ford	A	Arc.	E	E	E	E	E	E	E	E
Franklin	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" Com'l	B	A	B	A	A	Arc.	A	Arc.	....	....
G. M. C.	....	....	....	....	Arc.	Arc.	A	Arc.	A	Arc.
Havers 6-44	....	....	A	Arc.	A	Arc.	A	Arc.	A	A
Havers 6-60	....	....	....	....	....	....	....	....	Arc.	Arc.
Haynes	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" "32"	....	....	....	....	....	....	A	Arc.	A	Arc.
I. H. C. (air)	....	....	....	....	....	....	B	A	B	A
" (water)	....	....	....	....	....	....	A	A	A	A
International	B	A	B	B	B	A	....	....	....	....
Interstate	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Jackson (2 cyl.)	A	A	....	....	....	....	....	....	....	....
" (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Jeffery	....	....	....	....	....	....	....	....	A	A
Kelly	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
King	....	....	A	E	A	E	A	E	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Mack	A	E	A	E	E	E	E	E	A	A
Mack, Jr	....	....	....	....	....	....	....	....	A	Arc.
Marion	A	E	A	E	A	Arc.	A	Arc.	....	....
Marmon	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	....	....	....	....
" (4 cyl.)	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Moline	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Moline Knight	....	....	....	....	....	....	....	....	A	A
Moon (4 cyl.)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Moon (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	A
Oakland	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oldsmobile	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Paige Detroit	E	E	A	Arc.	A	E	A	E	A	A
Pathfinder	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Regal	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	....	....	B	Arc.	B	Arc.	B	Arc.	A	Arc.
Selden	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" "Mead"	....	....	....	....	....	....	A	Arc.	B	A
Stearns	Arc.	Arc.	A	Arc.	A	Arc.	....	....	....	....
" "Knight"	....	....	....	....	A	A	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	Arc.	Arc.	A	A	A	A	A	A	....	....
" " "Knight"	....	....	....	....	A	A	A	A	....	....
Studebaker	E	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	....	....	....	....	A	A	A	A	A	A
Velie 9-45	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie 9-50	....	....	....	....	....	....	....	....	Arc.	Arc.
Walter	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White (Gas)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

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The Goodrich method of making tires is based on the "Safety First" idea. Safety for your family and yourself.

❖ ❖ ❖

Goodrich puts forty-four years of experience and quality in rubber manufacturing in every Goodrich Tire.

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That puts the safety in the construction of the tire itself—puts strength and resilience and service in it.

❖ ❖ ❖

Goodrich Unit Molded Tires are the standard by which all other high grade tires are judged because of their wonderful wearing quality and uniform excellence. That's why Goodrich has held the leadership for nearly twenty years.

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The extra thickness of tough Goodrich rubber in the treads at the point of contact with the road provides longer satisfaction *and lower-cost mileage.*

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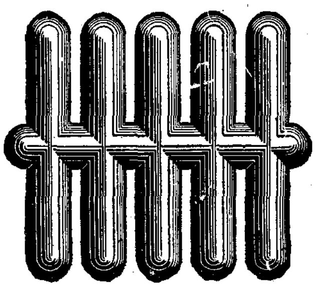
Best in the Long Run

The Goodrich Safety Tread



Five Bars and a Crosstie the "Safety First" Symbol

The thick, tough rubber bars and crosstie of the safety tread as shown above, *make* a "Safety First" roadway for the car. They clean and dry the path and *grip* it and make the brake effective.

Here are the prices on the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices	Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices
30x3	$11.70	$12.65	$2.80	34x4½	$33.00	$35.00	$6.15
30x3½	15.75	17.00	3.50	35x4½	34.00	36.05	6.30
32x3½	16.75	18.10	3.70	36x4½	35.00	37.10	6.45
33x4	23.55	25.25	4.75	37x5	41.95	44.45	7.70
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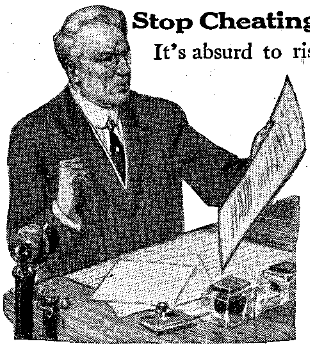

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A MERGER OF TAXICAB FIRMS

Early in March, the two largest taxicab companies in New York were consolidated under one management. This consolidation will control 1,200 taxicabs out of the 2,000 in the entire city. The new company is to be capitalized for a great sum, it is said—no less than $10,000,000, of which $5,000,000 will be preferred and $5,000,000 common. The $5,000,000 preferred includes $4,166,000 new stock, soon to be issued, the common being given as a bonus to holders of the preferred. Some interesting items based on an interview with the president of the new company are printed in *Automobile Topics:*

"'We were forced to get together for mutual protection,' he declared. 'Both companies were eating themselves up, and it is impossible to furnish New Yorkers with the service they demand under the rates ordered by the Board of Aldermen.' The much-discust question of huge hotel payments and 'graft' to certain officials was ignored by the president of the company.

"'The Yellow Taxicab Co.,' he declares, 'had to rely chiefly on the private stands at the Waldorf-Astoria Hotel and the Pennsylvania Railroad Station. The Mason-Seaman company operated at a loss. Our only salvation lay in combining the companies, so that something could be saved in maintenance."

"Touching on the matter of the recent snow-storms in New York City, which played havoc with all kinds of transportation methods, President Barnard declared that the two large companies alone lost $100,000 during the week of the storms. One hundred and fifty motors of one of the companies were put entirely out of commission the very first day, and the miserable condition of the streets during the remainder of the week resulted in the breaking of axles, wheels, and other parts of more than two hundred cabs.

"'At present,' he says, 'our two companies have boys stationed at points where there is likely to be a call. We telephone to the boys and they run to public hack-stands until they locate one of our cars. Very often they are not successful. The delay causes much dissatisfaction among our customers, and in many instances when the cab does not answer the call promptly servants announce that the people have walked to the nearest street-car line.'

"Following quickly upon the actual incorporation of the new company comes the intimation that the third largest company, the Westcott Taxicab Co., is likely to join the combine. The Westcott company has about 200 cabs, which are stationed at the Grand Central, D. L. & W., Erie, and West Shore Railroad depots, doing a so-called 'private' business. Should this company ally itself with the Mason-Seaman merger, the combination would command the best part of the railroad taxicab business in the city, the profitable business of supplying the largest and most expensive hotels with so-called 'private' service."

TRIPS ABROAD IN MOTOR-CARS MADE EASIER

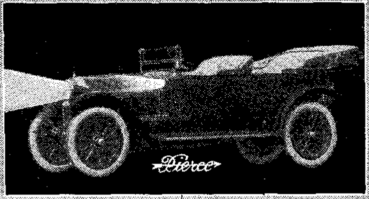
What is known as the "triptyque system" in customs affecting tourists' motor-cars will offer to tourists in Europe this summer notable advantages over the old ways of passing through the customs. The system has been brought about by the various automobile associations of Great Britain, France, Germany, Austria, Italy, Belgium, Switzerland, and Spain acting together. By means of it these associations, or clubs, in their respective countries are permitted to accept from a motorist a deposit of money, representing customs duties, and to issue for it a triptyque which will permit a car to pass the frontier of any of the countries above named without payment of duty. Details are given in the New York *Evening Post:*

> "One part of this 'triptyque' is retained by the frontier custom-house when the car enters a foreign country, another is retained at the frontier place where the car leaves the country, and the third part (designated as part two) must be duly stamped and signed by the customs officials at the port of entry and exit, and is retained by the motorists as evidence that the car has left the country in question. The production of this certified car to the club or association which receives a deposit enables the depositor to obtain a refund of the amount deposited, less a small fee.
>
> "'Triptyques' are issued only to members of these touring clubs and associations where the membership fees are unusually low, as, for instance, at the Touring Club of France, where the fee is about $1.25 annually, or $25 for life membership. Americans usually are allowed to apply for membership in the French club. In planning a tour which involves a crossing of the frontier it is advisable to become a member of a touring club and take out 'triptyques.' Without them, a motorist in Europe is often put to serious inconvenience and delay, since a cash deposit, sometimes in gold coin of the country, is required upon entering, and the custom-houses at the small frontier points are frequently unable to reimburse the autoists at the time they leave the country, especially at night and on Sundays and holidays when those officials prepared to receive and pay cash are not on duty.
>
> "With the 'triptyque,' however, they can pass readily on any day and at any time by simply having their papers properly indorsed or viséd. In order to save time in securing 'triptyques,' it is well to be provided with an unmounted photo of the car (one and a half by three and a half inches) and five unmounted photos of the chauffeur of the same size. The amount of deposit required for 'triptyques' on a five- to seven-passenger car in Italy is about $120, available for three months from date of entry."

GROWTH AND EFFICIENCY OF THE LONDON BUS SERVICE

With the motor-bus making some progress in this country—but at the best it is a rather slow progress—recent statistics of motor-bus operations in London come as something of a surprize. In its present condition that traffic is declared in *Automobile Topics* to be "an almost unbelievable success." What strikes the writer most is "the regularity of its operations" and its "general efficiency." During the six months ending in November, 1913, an efficiency was developed which figures out, on a scientific basis, as 99.8996 per cent. Stated differently, this means that, out of a total of 55,131,617 miles scheduled to be run, the motor-buses of London actually covered 55,065,235 miles, the busses to which these figures apply being what is known as the "B" type, of which 2,195 are in operation. "B" busses are a development from actual study of the practical needs of the London service and are built by the company at its own works. The chief points in which they depart from common practise are the use of chain-gear

WESTINGHOUSE ELECTRIC



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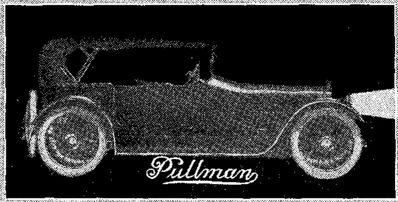

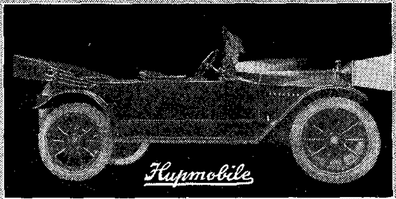

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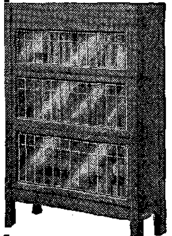

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boxes and worm-driven rear axles. Other items brought out in the same article are these:

"During the period in question the company's monthly mileage for its entire equipment was 9,715,299, as represented by the returns for July, while the number of passengers carried during that month was 62,286,088.

"One of the largest garages of the company was scheduled, in the six months' period, to run 3,495,001 miles, and its fleet of B-types, of which it has about 142, performed 99.9717 per cent. of that total, or 3,494,011 miles. The loss of journeys in this garage, therefore, was only 990 miles, or an approximate percentage loss of .0283.

"Another, but considerably smaller garage (50) was scheduled to run 1,210,022 miles; it actually performed 99.9825 per cent. of this total—that is to say, 1,209,821 miles. The loss in this case was only 212 miles, or about .0157 per cent.

"An even finer record than those already quoted, altho it must be remembered it has been compiled by a garage with a much smaller equipment, as a matter of fact with an equipment of 40 busses, is that in which the fleet, for the past four months ended November, was scheduled to run 508,428 miles, and actually performed 508,396 of them. This shows an efficiency of performance, in respect of freedom from mechanical breakdown and stops due to any other cause, of 99.9938 per cent. In this case the loss is actually only .0062 per cent., and out of this only 12 miles of the journeys were lost owing to mechanical mishaps."

In the same paper another article points out the great influence motor-buses have exercised in London in changing the statistics of street traffic. Important tendencies are brought out in this showing. The writer says:

"In 1912, for the first time, there was an actual decrease of 20,000,000 passengers carried by the street-cars, while the number of passengers carried by motor-omnibuses increased by more than 150,000,000. The falling off in street-car traffic is attributed by the London County Council wholly to the competition of the motor-bus.

"During the nine years from 1903 to 1912, the number of road journeys nearly doubled and the number of vehicle trips increased in about the same proportion, so that the streets are required to accommodate nearly double the amount of use of a decade ago. This would have been a physical impossibility, except for the development of motor-omnibuses, taxicabs, and other mechanical vehicles. The superior speed of these has resulted in a general speeding-up of traffic, permitting a given number of vehicles to pass any point in half the time formerly required by horse-drawn vehicles. Altho the official speed limit of the motor-bus is but 12 miles an hour, as compared with 16 miles allowed the street-cars, the smaller seating capacity of the former enables it to make shorter stops and to make better average speed between the two ends of its route.

"Added to this facility of movement is the fact that, in comparison to their seating capacity, they occupy much less space in the roadway. Their operation, as pointed out by the Board of Trade report, has brought about almost an entire disappearance of prolonged street blockades, which formerly were characteristic of London traffic. Brief stoppages of traffic are more frequent, however, and as 94 per cent. of the metropolitan passenger-vehicles are now motor-driven, the final total displacement of the horse in this field will bring no melioration of traffic congestion. But the motorization of freight haulage and delivery affords a good chance of relief, as 88 per cent. of this work is still done by animal traction."

AS TO THE PARCEL DELIVERY-CAR

It is understood that reports from England of the popularity of the parcel delivery-car have encouraged manufacturers in this country to bring out quantities of similar vehicles, believing a like success can be secured here. It is pointed out by *Automobile Topics*, however, that these manufacturers should first consider the course pursued by British manufacturers when entering into this line of production. The English maker proceeded cautiously, and this in the writer's opinion is what American makers should do. English makers for several years were, so to speak, leading up to the parcel-car.

For example, there was a manufacturer of pedal-propelled cycle-cars constructed for delivery purposes who long maintained a renting establishment of such cars stocked with over a thousand of them. His business grew up from small beginnings and slowly flourished more and more, but it was always carefully expanded on the limited requirements and resources of small tradesmen. His decision to bring out a parcel motor-car had for one of its features sales of such cars on the instalment plan, with very small weekly payments.

While similar conditions may not always exist in this country, still the capacity of the average small tradesman to buy outright a parcel-car may be doubted. The writer in *Automobile Topics* cites the English method as something which should be carefully considered. American manufacturers who are bent on taking "headlong plunges into the manufacture of light and low-priced vehicles offer," he says, "something distressing to behold." He comments further:

"Many men find it difficult to distinguish between an undeveloped market of great promise and actual demand; too often a census of a certain class of prospective buyers is accepted as a direct basis for production plans. Very often the adaptability of a design is not subjected to practical test under normal working conditions until prospective customers begin to clamor for demonstrations. To carry through successfully a manufacturing and marketing problem such as is involved in meeting the tradesman's requirements there is necessary an intimate knowledge of his delivery, and also an equally complete understanding of his business methods, his resources, and his methods of handling his finances. Which is much the same as saying that the average attempt to produce cheap delivery-vehicles is begun at the wrong end, and that this market is to be induced rather than forced.

"The market itself is there and undoubtedly awaits but the arrival of the most suitable vehicle to meet its requirements. But it is not to the best advantage of either manufacturer or user to try and foist an untried product upon it."

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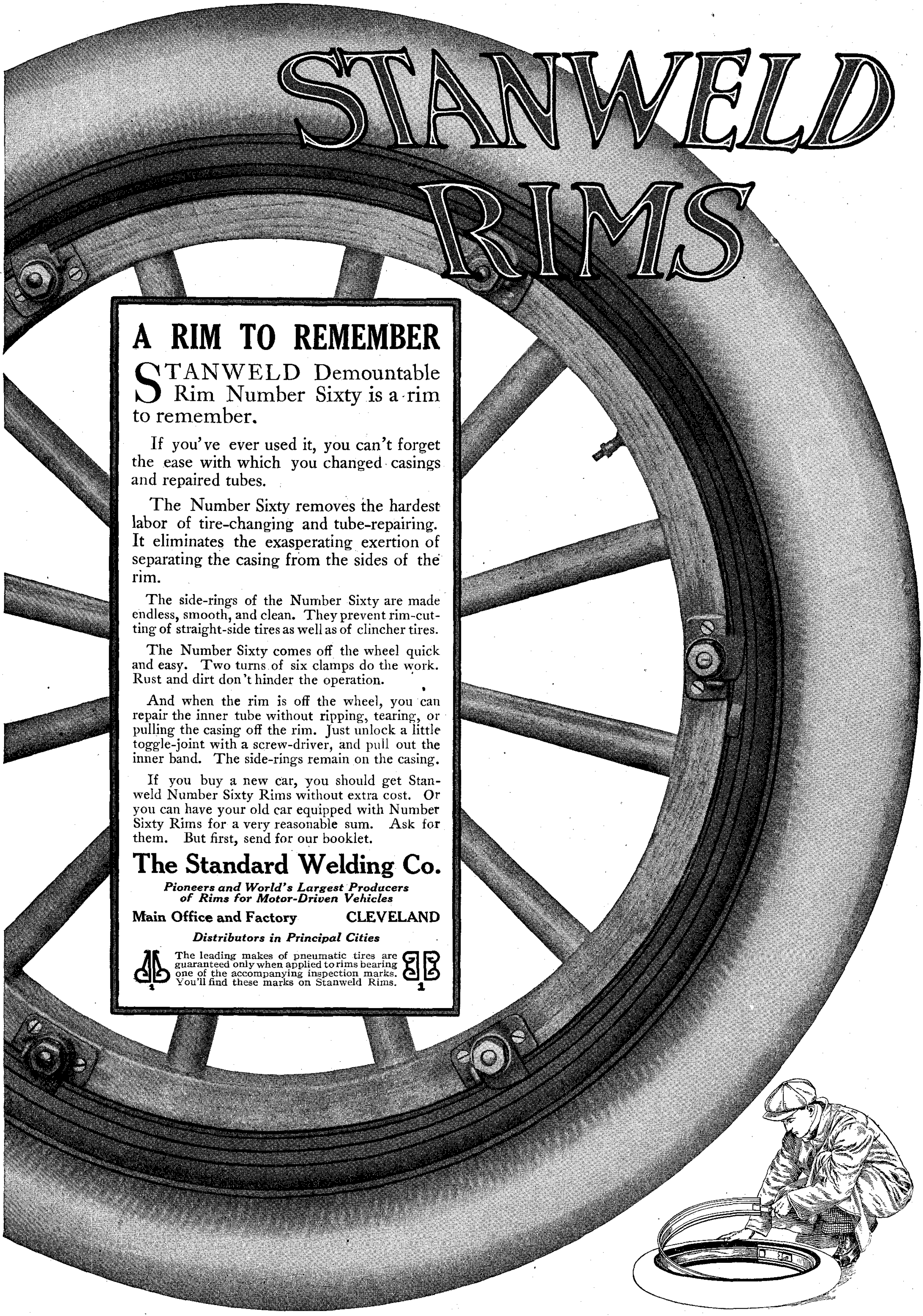
MARRIED PROF.—" Only at night."—*Pennsylvania Punch Bowl.*



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The London Times says: "The scheme of this book is like a Royal invitation—it is a command to be accepted and obeyed by every loyal lover of Browning's great poem. . . . Behind the beauty and *the fascination of the scene lurks* the still deeper fascination of a tragedy sweeping from point to point through the act which preluded the final catastrophe."

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PERSONAL GLIMPSES

(Continued from page 713)

the shop was interrupted only by his desire to fight for his country. At the age of seventeen he joined the Twenty-sixth United States Cavalry in 1863, but his love for engineering led to his transfer to the navy, and he was attached to the Potomac flotilla, with which he acted as third assistant engineer until the end of the war.

Returning to his father's shop in Schenectady, he invented a device for rerailing steam-cars. He next became interested in the invention of a brake. He tried steam first, but that proved futile; then, chancing to read of air-power, he hit upon that means of developing power for his brake. While working on this invention he quarreled with the two men who were working with him and moved to Pittsburg.

The device was patented when Westinghouse was twenty-one years old. Westinghouse had difficulty at first in impressing on railroad officers the value of his invention, but now the use of the device is compulsory in this country by act of Congress.

With the success of his air-brake assured, Mr. Westinghouse turned his attention to the development of a device for transporting natural gas. Altho he was laughed at by engineers he did what they had failed to do. He became interested in the alternating electric current and found that by its use power could be transmitted to a much greater distance than with the ordinary current. He proved the value of the invention at the World's Fair in Chicago, when he obtained the electric-lighting contract at a price $1,000,000 lower than any other bidder.

Mr. Westinghouse possest not only the gift of developing implements that were essential to the prosperity of the country, but he had the faculty of organizing companies, of gathering about him men of ability and retaining their loyal services. He built up manufacturing industries that represent an investment of much more than $200,000,000 and employ 50,000 men. There are at least nineteen Westinghouse companies in the United States, one in Canada, three in Great Britain, one in France, one in Germany, and one in Russia. Of fifteen of these concerns he himself was president. The air-brake companies alone own more than 1,500 patents.

Mr. Westinghouse was a tireless worker. He had in connection with his Pittsburg plant a private laboratory, where he kept forty or fifty men at research work. He spent much of his time with them.

After the panic of 1907 the Westinghouse Electric and Manufacturing Company went into the hands of receivers. He fought for the reorganization of the company on his own plan and was successful.

Mr. Westinghouse was unostentatious, kindly, and helpful to others. More than six feet in height and possessing tremendous physical energy, he proved a man of indomitable power, but he always was thoughtful of others. He introduced in this country the Saturday half-holiday, now almost general.

Lord Kelvin said of him: "George Westinghouse is in character and achievement one of the great men of our time."

Mr. Westinghouse married in August, 1867, Marguerite Erskine Walker. They had one child, George Westinghouse, Jr., who lives near Lenox, Mass. The latter married Miss Violet Brocklebank, daughter of Sir Thomas and Lady Brocklebank, of Irton Hall, Cumberland, England.

LYNCHING A FEMINIST

A LADY elephant, while walking quietly and harmlessly along a country road near Hartsville, S. C., the other day, was overtaken and lynched by a large posse of citizens, and the Columbia *State* not only thinks the tragedy was a piece of cruelty, but wonders if it wasn't a demonstration against the feminist movement. *The State* would have had her enticed into somebody's stable with a bunch of hay and kept there until her owners could take her back to the circus train from which she escaped. Whether the men and boys who took part in the lynching should be ashamed of their conduct may be a matter of individual opinion, but there is only one way to look at it if we are to accept the *ex-parte* testimony presented by the Columbia paper. We read:

> All reports agree that this feminist among pachyderms was doing no more than any stray donkey might have done. She was wandering along the road, perhaps helping herself to an occasional haystack, but making no demonstration of a hostile character. Many a fat woman boarding a street-car has done more to injure the feelings of those with whom she came in contact.
>
> Yet the countryside was aroused. Men and boys came forth, armed to the teeth. There was battle array. The retreat from Lexington was reenacted with an elephant in the flesh, instead of a lion in the figure of speech, as target and victim. The proceeding was the more cruel, because nobody had an elephant-gun. Squirrel-rifles and choke-bore shotguns and revolvers of many makes were called into requisition to pepper slowly the life out of the substantial body of the woman elephant who dared to walk forth alone.
>
> We trust that the citizens in this foray are ashamed of themselves. Certainly, there is pity to be felt for their victim, and pathos to be aroused in the manner of her taking off. Very possibly many of those who did her to death with shoutings, and firing by platoons, and cavalry charges, had in times past carried their children by the hand to gaze upon her as she stood in the tent idly tossing straw and waiting for peanuts! Yet so strong is environment that where an elephant in a tent is a curious and amiable beast, on the public road it becomes a declaration of war and an inspiration to anarchy!
>
> It has been "quite some time," as a certain sort of people say with conscious effort at correctness, since we have lynched a negro in South Carolina.
>
> Let it be hoped that it will be "quite some time" longer before another individual of that race of animals that lives longest, and grows biggest, and makes most of the joy of little children, and works

(*Continued on page* 723)

When a man from the West comes to New York he finds better hotels, better theatres, better restaurants. But he will find only one newspaper that treats western news as it ought to be treated. That newspaper is printed in Philadelphia, but is published where ever its services are wanted.

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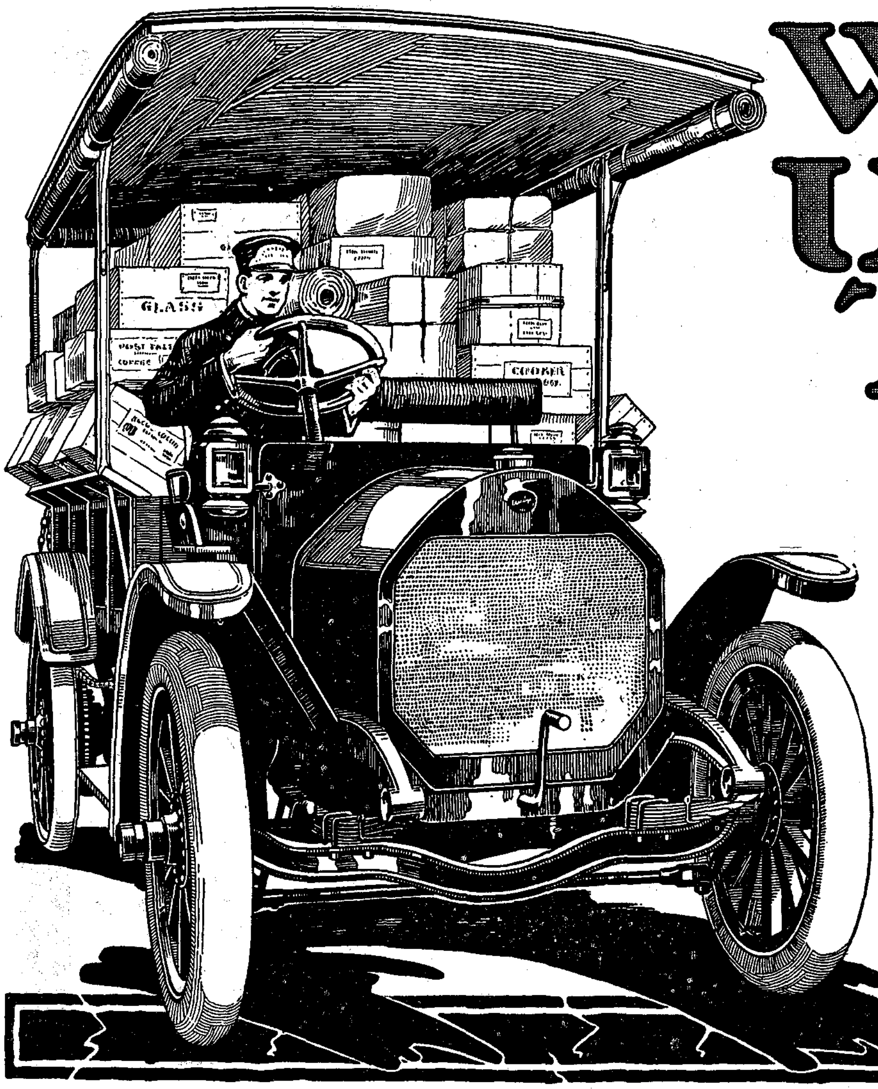

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Manufacturers of the famous Garford Trucks and Overland Delivery Wagons

PERSONAL GLIMPSES

(*Continued from page* 721)

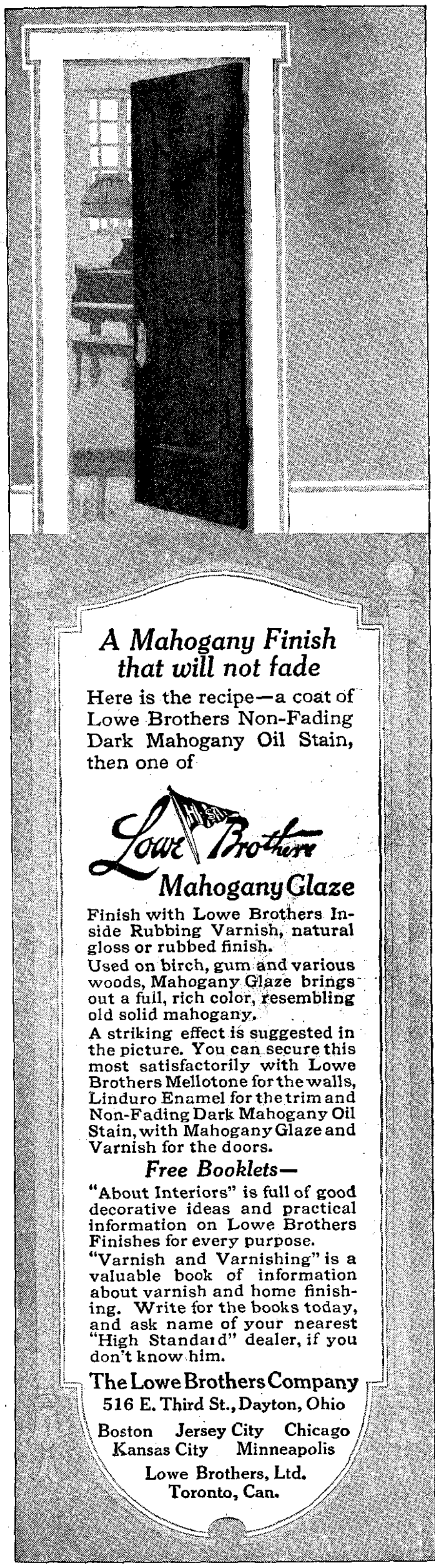
hardest, and asks less except in rations, shall be lynched on the highway in this State.

One hundred shots hit this venturesome disciple of freedom-for-elephants; we wonder how many sportsmen took a crack, who were too excited even to hit so fair a mark!

IN THE CLUTCHES OF THE CHINESE POLICE

THE Chinese secret police are seldom talked of outside Yuan's Republic, yet it is said that they can teach even the Russian police a great many lessons in cruelty. The reason the outside world has heard little of their persecutions probably is that nearly all their victims are natives and never get away to tell their stories to a sympathetic Western world. A fairly good idea of how they treat persons who fall into their clutches may be had from a story in *The World's Work* by Bartlett G. Yung, a half-Chinese, who was in China during the recent uprisings against President Yuan's Government. Mr. Yung went to the Orient as a traveling salesman and had many thrilling experiences behind the lines of both the loyalist and revolutionary armies; and he was fortunate enough to get the management of a large Federal arsenal at Kwang-tung, where he remained until the place was captured by rebels. He went to Peking to report the incident to the Government, and shortly after his arrival his biggest adventure began. To quote:

> Shortly after reaching Peking I had taken a small Chinese house off West Hatamen Street and about a mile from the well-guarded legation quarter, and was living alone except for my Chinese servant or "boy," Liu, and a coolie.
>
> One night, about eleven o'clock, I had reached my doorstep and, stepping out of the rickshaw, rapped on the door for Liu to let me in, when a man standing in the shadow of the doorway seized me by the left arm. Thinking it was a bold thief, I swung on the point of his chin with my right fist. His head struck the brick corner and he went down. At the same instant dark forms surrounded me on all sides. Both my arms were seized. I remember getting in one effective kick on the man in front of me. Then something struck my head from behind. The next I knew I was being dragged to my feet with my hands securely corded behind my back and a revolver held close to my head. I shall never forget the sinking, horrible sensation with which I realized that I was helpless in the hands of the Chinese secret police. Liu, who had in the meantime come to the door, was also seized and bound. The coolie was not to be seen. I counted sixteen of our assailants altogether, and a more villainous looking lot I have never seen.
>
> Leaving some of the party to search the house, or in reality to loot the place, the rest placed us in their midst and hurried us through the dark streets. Demands for an explanation, or to be allowed to communicate with the American Legation, were answered by jerking the cord with which my hands were tied in such a manner as to cause the most intense pain. All the time I had a feeling as of one captured by unreasoning gorillas. We entered and traversed a part of the forbidden city, all the time getting farther and farther from the legation quarter. At length, thoroughly exhausted, I was dragged into the great military prison in the western city. This place has an evil reputation, as when once a man has passed its portals he is seldom seen again alive. Chains were placed on our legs.
>
> My knowledge of the Peking dialect was sufficient to enable me to give the officer, a fat old man with a cruel but cowardly face, to understand that he had got hold of an American citizen and that as soon as I was missed responsibility would be fixt on him. This remark, tho only a desperate bluff on my part, caused the cowardly old rascal's face to change just a trifle. Just then my suitcase, with most of my papers and my two fully loaded automatic pistols, with the man whose head I had knocked against the brick wall, were brought in. The detectives also vowed that I was a desperate character. Knowing something of the Chinese character, which is diametrically opposite that of the American, I announced boldly that if I had had my guns in my hands at the time they attacked me not one would have been left alive, since their clothes looked like robbers' and their faces more so. This speech, which would have cost me dearly if I had been speaking to a similar gang of white cutthroats, caused all hands to regard me with more respect.
>
> A squad of uniformed soldiers mounted guard over me while the fat officer who was the superintendent of the prison consulted with his lieutenant over my papers, and questioned my boy Liu. I gathered from their conversation, all of which I could not understand, however, that orders from above called for my death without a trial. No fault could be found, however, with my papers, which included an arms permit from the Ministry of War and my American passport. The latter, being in English, they could not read. I explained its nature and added that if I were shot in the morning the President, who knew me, also my good friend Admiral Tsai, as well as the American Legation, would make it hot for the man responsible, and altho I knew he was only acting under orders, he would probably be made the scapegoat. This rang so true as visibly to affect the old fellow.
>
> I was not put with the other prisoners, but was placed under a guard of seven soldiers in a separate room, with the boy, and the chains were taken from my legs. I was, of course, badly scared, and considered my case to be desperate, for three reasons: In the first place, no word of my arrest could, I thought, reach my friends in time to save me. Secondly, such a bold seizure would not have been made unless foul play were intended; thirdly, I did not know how high up in the web of oriental intrigue my enemy sat. Perhaps Yuan Shi Kai himself, who had seemed so friendly, and whose name I had invoked to impress the prison superintendent, would, even if reached, turn a deaf ear. With such gloomy reflections I lay on the brick



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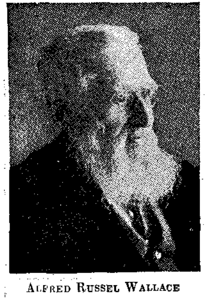

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"kahn" of my cell till daybreak Both Liu and myself were filled with fears of the five o'clock shooting squad. The morning wore away, every minute seeming like an hour, and still nothing happened. The guard, once relieved, kept us under closest surveillance. The afternoon drew along. Meanwhile, unknown to me, the wheel of chance had turned in my favor. At the moment of my arrest, my house coolie had slipt out through a side door unobserved and had run to Diedricksen & Company, the firm to whom our agency had been given. The resident engineer, a German gentleman of many years' experience in China, grasped the situation at once. At daybreak he had notified Admiral Tsai of my disappearance.

That villainy in high places was afoot seems likely from the fact that every obstacle was placed in Tsai's way while he was trying to find me; but at last he did find me, and reported the case, as he himself subsequently told me, to the President. My release was ordered at once, taking effect at five o'clock in the afternoon.

The reason that I escaped execution the morning after the arrest hung on an even slenderer thread. My foreign appearance, the regularity of my papers, and my remarks to the effect that he would be made the scapegoat if a mistake had been made had worried the prison superintendent. He decided to consult his superior before carrying out his orders. This gentleman, like most of his kind in Chinese officialdom, was not an early riser. When he did arise, the first thing he received was an urgent telephone inquiry from Admiral Tsai as to whether a foreigner had been arrested by the secret police or not, and if he had, where was he.

Needless to say, I hastened to conclude my business in Peking, and gave my nervous system a change and rest, proceeding on around the world toward home by way of the pleasant Singapore, Indian Ocean, and Suez Canal route.

WHEN WALT MASON DABBLED IN OIL

LIKE old Ben Franklin, who came very near becoming a swimming-teacher by profession, Walt Mason, the Kansas rimester, has a little trick of fortune to thank for keeping him out of a misfit occupation. In his boyhood days Walt decided to become a farmer, and the fact that he hired out to a too-exacting taskmaster accounts for an early discovery of his natural bent. The poet's agricultural career was brief and irksome, and some of the things that happened while he was earning twelve dollars a month—which his employer was game enough to pay despite probable doubts about the equity of it—will linger long in his memory. Mason worked for a man who read farm journals and the bulletins of the Department of Agriculture and doted on scientific methods; and one of his specialties was finding a thousand and one jobs for hired hands. If the farmer had been an easy master, Mason might have stayed with him a long time and eventually become a regular farmer himself; but chance came to Walt's rescue and he was saved to poetry, which, tho in itself an important fact, is no more interesting than some of the particulars about the Emporia genius's ups and downs during the fateful month. We get them under his own name in the Kansas City *Star:*

> When the rainy weather began Mr. Rorer came out to the wagon-shed with a big jug of castor-oil and set me to work greasing all the harness on the place. There were about a hundred sets, more or less, and they all had to be taken apart, strap by strap, thoroughly cleaned and greased, and put together again. I hadn't much knowledge of harness then, and Rorer used to tell his friends, years afterward, about the fearful and wonderful job I made of putting the harness together. The horse that could have worn a set of that harness when I was done with it would have made the star feature in a museum. One day, after the work was done, Rorer received a message from a farmer several miles away, asking his help with a sick cow, and he rushed out to the barn to hitch up a team. He told me to get the spring wagon ready, and I did so, while he was in the barn getting the team ready. Presently the old man called me and I went to the barn door. He had thrown the harness on one of the horses and was looking at it as tho he couldn't believe his eyes.
>
> "What in thunder have you been doing with this harness?" he asked, and his voice trembled with emotion. "You've got the allfired breeching where the dumgasted breast strap ought to be, and the belly-band goes over the horse's back, and the crupper goes up between his ears. What sort of a slab-sided, lop-eared idiot are you, anyhow?"
>
> It never pays to argue with a man who flies into a passion that way, so I just smiled a sickly smile and watched the boss while he twisted that harness around trying to make it fit, and the language he used has been ringing in my ears ever since. Finally he sat down on the floor and cried as tho his heart would break. He spent two days getting those sets of harness so they would go on his horses, and during those two days he aged ten years.
>
> When the harness job was done, Rorer loomed up in the barnyard with a lot of kerosene and emery, and set me to work scouring the rust off the plows and cultivators. The rust on those implements was an inch deep and the job was a disgusting one. Day after day I rubbed and polished plowshares and cultivator shovels, and all the time the cold rain drizzled down and the raw winds whistled around, so that a fellow couldn't help but think how pleasant it would be in the house, with a "Deadwood Dick" novel.
>
> When all the old iron on the place had been polished the boss dug up a big bucket of paint of a brindle color and told me to paint all the woodwork of the implements. He said that as the weather was pretty damp, he'd put a drier in the paint, so he raked around in a cupboard until he dug up an old dusty black bottle, which he supposed was the drier. He poured a lot of that into the paint and stirred it up and handed me a brush and told me to go ahead.

(*Continued on page* 734)

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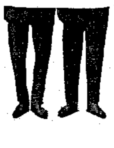

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INVESTMENTS AND FINANCE

COMMODITY PRICES DECLINING

SINCE December 1, 1913, each of three succeeding months has shown a decline in commodity prices. While the fall for each month was slight, it was continuous. Compared with the record high level of December, 1912, the total decline was over 7 per cent. This made the index-number of March 1 stand at 8.8320, while on December 1 last year it was 9.2290. The chief resistance to the decline was offered by provisions; articles that yielded most readily were textiles and metals. Commenting on various articles included in the total that makes up the index-number, *Bradstreet's* says, as to the effect of importations of beef:

> "In this respect it may be noted that imports of beef from Argentina and of mutton from Australia apparently have had slight effect upon prices for similar domestic products. Just as a matter of contemporaneous interest, it may be observed that the fall in prices as reflected by our figures coincides with the workings of the new tariff as well as with a smart drop in the output of gold as reflected in the most recent returns from the Rand. Incidentally some comment has been occasioned by the allegation that retail prices for meats have not been noticeably affected by importations, to which some retail dealers rejoin that conditions are only working into a line that permits of profits after very high prices had rendered the business well-nigh profitless."

Of some other articles in the total the writer says:

> "Out of the thirteen groups given above, seven display advances while five declined, and one, chemicals and drugs, did not show any change from February 1. Thus, more groups ascended than descended; yet, as we already have seen, the net result has been downward. Bread-stuffs took on strength, all (save barley, which fell in price) having moved upward. Live stock rose because sheep, beeves, and hogs went up. Provisions, in which group twenty-four articles, all necessaries, are included, manifest the greatest rise, butter, mutton, carcasses, beans, peas, and potatoes having become sufficiently dearer to more than offset losses in carcasses of beef, as well as hogs, eggs, pork, bacon, lard, and coffee. Butter scored the leading advance, thus sharply reacting from the low price of the preceding month, when liquidation by speculators was forced, and at the same time eggs continued to recede. Fruits worked higher, owing to a rise in lemons.
>
> "Hides and leather fell, owing to a drop in hides, and textiles went off because of recessions in hemp, flax, print cloths, and standard sheetings, while cotton and domestic wool rose. Metals dropt chiefly on account of a fall in tin, the downward tendency also being accentuated by a lower price for copper. Naval stores declined on all-around weakness, and the miscellaneous group descended as a result of fractional decreases in tobacco and hay."

A table shows which articles declined, which increased, and which remained stationary in price. The declines include forty-six articles, the increases thirty-nine, and those unchanged twenty-one. Following is the table, the comparison being made between March 1 of this year and March 1, 1913:

INCREASES

Corn
Oats
Beeves, live
Hogs, live
Horses
Beef, carcasses
Hogs, carcasses
Milk
Eggs
Pork
Bacon
Hams
Cheese

Mackerel
Codfish
Tea
Rice
Potatoes
Apples
Cranberries
Peanuts
Hemlock leather
Oak leather
Cotton
Jute
Cotton sheetings, Southern

Silk
Iron ore
Petroleum, refined
Linseed-oil
Cottonseed-oil
Turpentine
Borax
Opium
Quinine
Tobacco
Ground bone
Hay
Cottonseed

DECREASES

Wheat
Rye
Flour
Sheep, live
Mutton, carcasses
Beef
Butter
Lard
Coffee
Sugar
Lemons
Peas
Raisins
Currants
Hides

Wool, O. and Pa.
Wool, Australian
Hemp
Flax
Print cloths
Pig iron, Eastern
Pig iron, Southern
Pig iron, Bess.
Steel billets
Tinplates
Steel beams
Copper
Lead
Tin
Quicksilver

Anthracite coal
Con'ville coke
Southern coke
Castor-oil
Olive-oil
Resin
Tar
Brick
Nails
Glass
Yellow pine
Hemlock timber
Carbolic acid
Hops
Rubber

UNCHANGED

Barley
Bread
Molasses
Salt
Beans
Union leather
Standard sheet'gs

Ginghams
Steel rails
Bituminous coal
Petroleum, crude
Lime
Spruce timber
Alum

Bicarbonate soda
Caustic soda
Nitric acid
Sulfuric acid
Phosphate rock
Alcohol
Paper

MONEY WE HAVE SAVED ON SUGAR

The latest computations show that the amount expended by Americans last year for sugar was about $30,000,000 less than in the previous year. The chief causes of the saving are found in the new tariff, in competition, and in larger crops. "For the first time in almost twenty years, refined sugar is selling below 4 cents a pound," says a writer in *The Journal of Commerce;* one year ago it was selling at 4.30 cents per pound. The entire consumption of sugar in this country is now over 3,500,000 pounds, which means a per capita consumption the greatest for any country in the world. Among comments made by the same writer are these:

> "A reduction of 25 per cent. in the tariff accounts for the large saving on granulated sugar, since Cuban raws which furnish the bulk of the supplies of the refiners to-day pay a duty of only about a cent, as against 1.34 cents formerly under the old schedule. Contrary to the predictions in some quarters to the effect that the refiners would get the benefit of the cut in the tariff, it has already been passed on to the wholesale grocer, in fact, being anticipated before the law became effective.
>
> "In most cases the consumer is a long time in coming into his own, so far as lower prices go, tho always saddled with the advances post-haste. Free hides did not mean cheaper shoes, nor free meat lower-priced steaks to the average householder, the retailer usually having retained much of the advantages, but sugar responds more speedily to the law of supply and demand. Strange as it may seem to the merchant who figures that his goods must show a profit of 10 per cent. or more, the distributer of sugar is content to keep the 2 per cent. for cash, which at present amounts to less than 1-10 cent per pound, and let the retailer have the list quotation. Despite the fact that sugar furnishes fully

25 per cent., if not more, of the total business of the wholesaler, he, through force of habit, throws away his advantage.

"And the retailer, in turn, can not resist the temptation to sell granulated at nearly cost and thus advertise his other wares, tea and coffee sales being relied upon to offset the lost profits. There are exceptions to the rule, but the competition of chain stores and department stores with their sugar specials has in the large cities at least made refined sugar available to the wage-earner at around 4 cents a pound. Under the circumstances it is not surprizing that consumption of the article makes steady strides in the United States."

To a heavy production of raw sugar last year consumers are much indebted for the low prices. During the boom period of 1911, when refined sugar reached 7½ cents a pound, the planting of beets and cane in all countries that produce them was greatly stimulated, and as a consequence, the crops of 1913 were "record-breaking." In this country the output of beet-sugar was "the heaviest ever known"; it was 640,000 tons. Meanwhile the rate at which Cuba has been growing cane is "unprecedented," giving every prospect of surpassing the big yield of 1913, which was 2,428,000 tons. To the grower the consequences have been of another kind. He is now selling sugar at "2 cents and the freight," which is at or below the cost of production. Financial pressure and heavy stocks on hand have forced him into the market and lowered the price. Sugar does not bear storage well in tropical countries, and this gives another reason for selling. As to the effects of severe competition, the writer says:

"But neither tariff reduction nor cheap raws would be so quickly effective in reducing the price to the consumer were the gentleman's agreement in force such as regulated the situation in the palmy days of the trust. Since the entrance of independents into the field and the activity of Washington in forcing a disintegration of the big combinations competition has been unrestrained and distributers soon learned that by waiting they obtained the benefit of any advantage accruing to the refiner. Perhaps the wholesale grocer and the manufacturer should not be given credit for too much acumen in their hand-to-mouth policy, however, for, as a matter of fact, the real cause was the elimination of the guaranty against decline formerly granted by refiners—a 'heads I win, tails you lose' method."

The position of the refiners is then discust, with a look into the future, not forgetting the loss of $3,000,000 in the surplus of the American Refining Company last year.

"To the question, What is the matter with the sugar trade? brokers shrug their shoulders and refer to the $3,000,000 loss in surplus of the American Sugar Refinery Company for the year. Overproduction of refineries accentuated by ever-increasing competition of domestic beet-sugar has given the whip-hand to the distributer and consumer. If the conditions continued another year like the last it is suggested that closing down of some plants would inevitably result. But the optimists in the trade point out that the reduction in the tariff will save the situation for the refiner by the alternative stimulating of the demand, particularly from the preserving industry, which in England was greatly fostered by cheap sugar.

"As to the immediate future refiners

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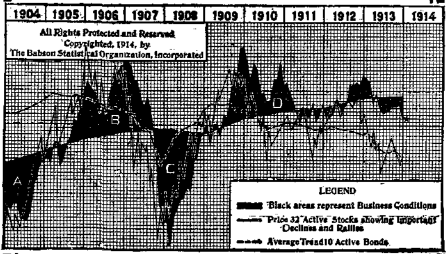

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feel that they have their troubles behind them, for the grocers and manufacturers are bound to come into the market soon, and once the spring movement makes its influence apparent there is likely to be enough business for all concerned, thus checking the demoralizing competition. The margin of profit is satisfactory, provided the price of granulated is not depressed much further, being 84 points, rather less, in fact, since present meltings represent a higher average of raws. Beet competition will be less keen under the present tariff, as some Michigan and Ohio plants are shutting down, but until free sugar becomes effective in two years this will continue a thorn in the side of the refiner.

"In fact, some interests are looking to the country to abandon its waiting policy before long, pointing out that, while the inbound price of raw sugar has six times during the past decade been as low as at present, refined is the cheapest in nineteen years."

MUST OTHER EXPRESS COMPANIES LIQUIDATE?

Rumors still crop out in commercial and financial quarters as to further liquidation by express companies in pursuance of the policy recently declared by the United States Company. Some of these rumors have been promptly denied, but they persist, with statements as to accountants being already engaged in collecting data as to the assets on which liquidation could be based.

On March 1, one month had passed since the new rates imposed on the companies by the Interstate Commerce Commission went into effect. The companies have often been reported as saying they feared more from the results of these new rates than from parcel-post competition. Already intimations of what earnings for February will be are coming out. When the reports are published, it is believed that they will "call forth surprize." Indeed, *The Journal of Commerce* notes that "alarm" already exists among the companies. Predictions have been made of a yearly loss to the companies in revenue of $20,000,000. Following are comments by *The Journal of Commerce* on the efforts made by the companies to do business successfully under the new rates:

"After announcing that the lower express rates would be put into force without litigation in the courts, the companies proceeded to make known the many advantages of the express service on rates to long distances and other privileges which the parcel post does not afford to shippers, in an effort to so increase their volume of business as to overcome as far as possible the loss of revenues from lower rates and also to supplement their finances further by effecting extensive economies in operating expenses, etc.

"Investigation shows that to a limited extent the express companies have been successful in these efforts, but the results of the first month's operation of the lower rates, taken together with the economies effected in expenditures during the last four to six months, have not been encouraging, to say the least. It is estimated that the only successful way the companies might overcome the rate reductions and the loss of profitable small-package business, due to the competition of the parcel post, was to increase their gross revenues by 25 per cent., and this is gradually being proved to be well-nigh impossible of realization.

"The predictions that the companies

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would lose approximately $20,000,000 in revenues annually, which would practically compel them to cease operation as a result of the rate reductions, at present give every promise of becoming facts. Conditions have become so threatening that even those officials of the express companies who have steadily maintained optimistic views as to the outlook are conceding the probability of financial disaster unless some far-reaching measure of relief is granted.

"The opponents of the express companies have long insisted that the railroads were receiving entirely too much pay from the express companies for express transportation privileges. According to evidence submitted to the Interstate Commerce Commission, the five express companies pay a total of over $68,000,000 to the railroads annually for express privileges, which, it was held, was excessive and should be reduced approximately 27 per cent., meaning a loss of over $18,000,000 in revenue per annum to the railroads in express receipts. The authorities thus assert that the railroads in general, having serious problems as to means of supplementing their own revenues, could not reasonably be expected to agree to terms even more favorable to the express companies, which steps might aid the latter to continue on some profitable basis."

Meanwhile, speculation is indulged in as to what the United States Company will do in bringing about the liquidation it has determined to undertake. The most immediate matter pressing for consideration is the disposal of its contract with railroads over whose lines it operates. As to this *The Wall Street Journal* says:

"Disposal of these contracts will be simply a matter of abrogation. Litigation is not anticipated. The question, however, of reassigning contracts will not be a concern of the stockholders' committee, according to the belief of attorneys, that being a matter which will devolve solely upon the railroad companies. Incidentally, therefore, this committee will not be required to burden itself with the task of seeking the most advantageous terms for its contracts.

"The 33,400 miles of steam and electric railway line over which United States Express operates are covered by over 100 separate and distinct contracts. Under these contracts, the company paid out last fiscal year $10,446,376 for operating privileges and the year before $9,927,777. These figures roughly represent about 50 per cent. of the total operating receipts of the company during those two years.

"United States Express has already succeeded in abrogating many of the contracts with railroad companies which were found to be unprofitable. This work was commenced under the administration of President Roberts last November and resulted in a material saving to the express company. Abrogation of these contracts, occurring on the smaller lines, resulted in a cessation of express service over them."

BANK CLEARINGS

Bradstreet's early in March printed a table of comparative bank clearings in 138 cities for January and February of this year and last. The writer of an article that accompanied the table declared that in February of this year business conditions "were endeavoring to get back to a favorable stage," the most significant feature of the month being "the growth of optimistic sentiment."

Buying Bonds Systematically

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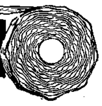

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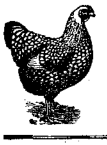

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Some actual improvement had followed this sentiment, which really dates back into January, but the improvement did not quite reach the level that had been obtained by the sentiment. Mild weather, for one thing, restricted retail trade, and while inclement weather later brought improvement to that trade, the severe storm of February "acted as a check on operations in the larger lines." Nor did collections increase to the extent looked for; meanwhile the stock market lay almost dormant.

In consequence of these conditions, clearings for February this year show losses from January of this year and losses also from February of last year. With January and February both counted, the totals for 138 cities show a loss this year of nearly $800,000,000; that is, the total in 1913 for all the country in these two months was $29,570,032,845, while the total this year for the same two months was $28,789,127,102. The writer examined the returns for February in both years, in order to discover which cities showed declines and which increases. He found that 77 out of 120 cities showed decreases from last year and that 53 showed increases. In New England 6 out of 11 places had made gains; in the Middle States, 5 out of 18 showed gains, Philadelphia being conspicuous among the gainers; in the Western group 12 out of 21 showed gains; in the Northwestern 11 out of 22; in the Southwestern only 4; in the South 13 out of 23; in the Far West only 2 out of 15. Following is this table:

	Two Months	
Clearing Houses	1914	1913
Boston	$1,394,815,830	$1,534,619,284
Providence	71,680,600	75,683,900
Hartford	46,696,301	45,700,316
New Haven	28,373,515	26,557,761
Springfield	23,668,142	24,003,891
Worcester	22,000,821	23,188,267
Portland	16,814,243	16,701,405
Fall River	10,889,265	10,470,037
New Bedford	9,537,991	9,016,480
Holyoke	6,021,974	5,813,998
Lowell	6,438,102	4,435,636
Total, New England	$1,636,936,784	$1,776,190,975
New York	$16,609,375,875	$17,133,385,500
Philadelphia	1,407,554,968	1,430,329,145
Pittsburg	421,770,154	486,333,249
Buffalo	97,515,128	101,007,335
Albany	56,434,693	54,108,210
Rochester	43,748,045	44,915,410
Syracuse	25,440,535	24,039,564
Scranton	29,534,117	26,229,582
Trenton	15,638,747	16,307,223
Reading	14,717,536	14,875,656
Wilmington	16,571,066	14,050,959
Lancaster	11,929,413	13,371,443
Harrisburg	12,750,747	12,903,921
Wilkes-Barre	13,346,040	13,756,629
Erie	9,259,428	7,723,997
York	7,240,210	7,458,627
Chester	5,682,033	5,926,968
Binghamton	6,074,300	5,908,900
Total, Middle	$18,804,603,025	$19,412,632,318
Detroit	$226,817,941	$205,758,446
Cincinnati	238,655,000	233,238,350
Cleveland	215,144,248	209,709,650
Louisville	136,663,824	137,714,225
Indianapolis	66,717,420	75,927,788
Columbus	62,078,000	54,235,200
Toledo	49,776,813	44,115,101
Grand Rapids	29,553,447	28,192,273
Dayton	23,311,776	21,258,623
Akron	14,045,000	16,408,000
Youngstown	12,788,576	13,930,498
Canton	12,580,188	11,652,433
Fort Wayne	10,341,214	10,005,742
Evansville	‡18,040,494	‡9,927,297
Lexington	8,932,287	12,512,258
Kalamazoo	5,278,575	6,610,568
Springfield, Ohio	7,056,589	6,198,677
Jackson	4,266,163	4,830,173
South Bend	5,085,683	5,490,037
Mansfield	3,886,143	3,726,358
Ann Arbor	2,106,857	1,712,928
Total, Western	$1,146,492,767	$1,113,154,625

‡ Revised.

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which makes active and effective those elements of plant life found in every soil.

BE FAIR TO YOUR LAWN. Write today for Booklet "L," describing and giving prices on this wonderful new product of nature. Name your dealer or seedsman and we will see that you are supplied at minimized cost for carriage.

MARYLAND CALCIUM-HUMUS COMPANY
Main Office, 804 Penn Square Building PHILADELPHIA
Natural Deposits: Pope's Creek, Md.

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An inexpensive book giving full directions for laying out and planting all sorts and sizes of gardens, with numerous designs for flower beds and borders. Directions clear and simple—many illustrations from actual photographs. *12mo, cloth, 60 cents net; by mail 67 cents.*

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Perpetual Carnations

A new, beautifully illustrated, yet inexpensive book by an expert grower, giving full and practical instructions for cultivating Perpetual Carnations. *Cloth-bound, 75 cents net; by mail 81 cents.*

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The Best Everbearing Raspberry

RANERE. The heaviest cropping everbearing raspberry known. Better than any raspberry ever planted.

BEARS THE FIRST YEAR PLANTED, producing its first fruit in June and continuing to produce lavishly of **bright crimson, luscious berries every day all summer until frosts.** Rich, sugary, melting; firm texture; keeps longer than any other.

RANERE is the earliest of all raspberries, ripening in Northern New York June 20th, just as the strawberry crop is waning. It is wonderfully prolific, equaling the most prolific black cap or purple cane sort; it gives a good **crop of fruit all summer, and autumn,** fruiting on the old canes in generous quantities until late in August. By this date berries begin to ripen upon the young, or current year's canes, which continue to **produce berries in increasing numbers until late autumn.**

RANERE has a rugged constitution, withstanding severest winters as well as severe drought; does well on heavy soil, or on light sandy soil; is a strong grower, with luxuriant foliage, which never suffers from sunburn.

Our 1914 Catalog and Planting Guide—Includes Nut Culture, FREE on Request

GLEN BROS., Inc., Glenwood Nursery. Est. 1866
2244 Main Street, ROCHESTER, N. Y.

Clearing Houses	*Two Months*	
	1914	1913
Chicago	$2,687,312,471	$2,652,665,886
Minneapolis	192,650,103	204,324,364
Omaha	146,726,088	144,503,306
Milwaukee	149,271,793	130,519,081
St. Paul	87,497,803	79,950,046
Des Moines	43,458,000	39,406 000
Duluth	26,131,913	32 132,200
Peoria	30,921,348	31,149,974
Sioux City	28,345,543	25,691,818
Lincoln	16,477,176	15,125,964
Cedar Rapids	15,942,050	14,302,228
Waterloo, Iowa	11,485,000	12,122,032
Davenport	11,988,476	12,627,787
Springfield, Ill	9,336,033	9,460,675
Rockford	7,771,471	8,029,819
Quincy, Ill	7,368,272	6,991,386
Sioux Falls	7,374,697	5,837,557
Bloomington	5,490,363	5,787,640
Decatur	4,123,489	4,602,067
Fargo, N. D	3,844,876	3,778,390
Fremont	3,009,302	2,708,615
Jacksonville, Ill	2,726,248	2,941,774
Total, Northwestern	$3,499,252,515	$3,444,658,609
St. Louis	$703,182,482	$716,013,172
Kansas City	454,063,525	467,126,522
Fort Worth	69,819,841	70,629,164
St. Joseph	67,467,417	69,016,868
Wichita	27,221,429	29,054,231
Austin	32,389,329	33,454,797
Oklahoma	17,103,971	15,731,499
Topeka	13,240,141	14,927,415
Tulsa	13,603,720	8,090,300
Muskogee	7,956,405	7,296,181
Houston†	87,741,001	....
Galveston*	164,658,000	175,124,000
Total, Southwestern	$1,406,048,260	$1,431,340,149
Baltimore	$303,171,516	$361,298,953
New Orleans	186,257,774	179,162,459
Atlanta	140,924,845	128,532,970
Memphis	80,056,546	75,843,144
Richmond	71,062,888	71,587,676
Washington	63,595,466	62,645,196
Nashville	67,033,428	64,263,319
Savannah	43,762,030	42,929,846
Norfolk	36,838,201	34,616,948
Macon	37,775,725	32,085,172
Jacksonville, Fla	28,840,895	29,841,381
Birmingham	32,942,080	31,239,074
Chattanooga	21,243,767	23,026,292
Little Rock	22,622,631	19,140,180
Wheeling, W. Va	17,966,092	18,872,930
Augusta, Ga	18,377,818	18,901,666
Charleston, S. C	19,805,767	17,655,581
Knoxville	16,136,228	14,132,544
Mobile	12,309,884	12,988,518
Columbia, S. C	9,467,279	9,978,842
Jackson, Miss	3,959,540	4,128,483
Frederick, Md	2,526,861	2,870,790
Vicksburg, Miss	3,390,000	3,132,000
Total, Southern	$1,240,067,261	$1,258,873,964
San Francisco	$404,762,064	$442,640,644
Los Angeles	200,341,203	210,263,780
Seattle	97,340,195	97,021,775
Portland, Ore	91,199,276	92,104,118
Denver	68,331,037	75,951,410
Salt Lake City	51,946,533	55,533,071
Spokane	33,902,635	36,725,813
Oakland, Cal	28,807,203	32,830,642
San Diego, Cal	18,532,166	24,787,876
Tacoma	17,006,966	21,474,785
Sacramento, Cal	15,914,500	16,255,032
Helena	8,405,735	7,872,460
Stockton, Cal	6,794,741	7,285,858
Boise, Idaho	6,292,191	6,767,136
Ogden, Utah	6,150,045	5,673,805
Total, Far-western	$1,055,726,490	$1,133,188,205
Grand total, U. S	$28,789,127,102	$29,570,032,845
Outside New York	$12,180,751,227	$12,436,647.345

† New basis, not included in totals.

* Contains other than clearings; excluded from totals.

TO TEACH THRIFT

With headquarters in Chicago, a national campaign has been started by what is known as the American Society for Thrift, the purpose being to teach thrift in public schools, colleges, and universities, to discuss thrift in commercial organizations, and to preach thrift in churches. S. W. Straus, chairman of the Organization Committee, declares that the work is already well under way and promises to enlist the forces of schools, churches, and the rostrum. The cooperation of farmers, mechanics, and women will be sought in a great national effort to arouse the people to greater individual thrift. It is the aim of the society to draw within its circle

To the man about to paint a house we say one word:

Zinc

To all paint from which the best results are desired Zinc should be added because it enhances everything that is expected of paint. It makes the paint whiter or makes it take the color better; it greatly increases the durability of the paint; it forms a stronger protection for the painted surface than paint without Zinc can.

Hence do not make a brush move until you have sent for the booklet, "Your Move."

The New Jersey Zinc Company, 55 Wall Street, New York

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A message to girls from Eliza M. Mosher, M.D. A new book which, placed in the hands of the growing girl, will conduce to the greatest bodily efficiency, and foster the highest attributes of womanly character. $1.00 net; by mail $1.10.

FUNK & WAGNALLS COMPANY
NEW YORK

FOR GIRLS

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A delightfully readable book and the only one which treats the subject from an Englishman's viewpoint. Mr. Fraser has spent much time at Panama, and writes with great human interest of the enormity of the undertaking; of the men who are engaged in it, of how they live, work, and play; of the seemingly impossible feats of engineering which have been performed; of the question of treaty interpretation which has arisen to mar the project; of this, that, and the other—all of keen interest; and finally of what the whole project means to the world at large.

THE SCIENTIFIC AMERICAN, New York, says: "His way of putting things, and his instructive photographs, enable the reader to look on from a point of vantage. The men, the machinery, the accomplished work, will be sharply defined and real to him who reads the story."

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CERTAIN-TEED LABEL OF QUALITY
GUARANTEED

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No test can tell you how long a roof will last—but this label can and does.

The three biggest roofing mills in the world are behind our 15-year guarantee. It protects *you* when you buy the *best* protection for your buildings—whether from building, business, industrial or residence—

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Quality Cert-*ified* **Roofing** **Durability Guaran-*teed***

It is the highest grade roofing felt, saturated with our properly blended mineral asphalt, soft center—protected by a harder asphalt surface. Roofs do not wear out—they dry out.

We use no coal tar in this roofing—because coal tar is of gaseous origin and naturally returns to gas, thus drying out too quickly. Our properly blended asphalts are the result of a quarter century's experience and tests. They are not of gaseous origin and dry out very slowly. There are roofings priced lower than *Certain-teed*. Your saving at most is but a few dollars, however — and it's poor economy. *Certain-teed* is always reasonable in price—and least expensive in the end. Sold by dealers everywhere.

A *Certain-teed* Construction Roof

for buildings of the most permanent type appeals to architects, engineers, and builders as well as to owners.

A *Certain-teed* Construction Roof is a built-up roof and is the modern scientific process of covering—whether a gable roof or a flat roof with poor drainage.

A *Certain-teed* Construction Roof does away with the smoky tar-pot, and as no gravel is used does not collect dust, and the roof is washed clean after every rain. It is a sanitary roof.

Costs more but *worth more.* Applied only by responsible roofers.

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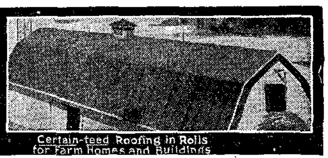
Certain-teed Roofing in Rolls for Farm Homes and Buildings

"Desire

sets in motion all your energies—whether it be a positive desire that something happen, or a negative desire that something do not happen."—PAUL DUBOIS, M.D.

By carefully cultivating proper DESIRES, the author explains, we may reach the highest plane of mental balance and satisfaction.

How are these desires initiated? How best may we limit or control their sources? Why do we do some things that are distasteful to us? And why do we not accomplish more of the things we should accomplish? Does sentiment sometimes urge us too strongly toward this or that decision? And what part does pure reason and will play?

These and many other thoughts of vital importance to every one interested in

practical self-mastery and mental development

are discussed with vigorous analysis and gripping interest in a recent book by Paul Dubois, M.D., the famous nerve specialist and mental scientist of the University of Berne, Switzerland.

If you are interested in this immensely practical yet fascinating discussion, you should spend 50c for a copy of

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By Dr. Paul Dubois, author of many famous works on mental science and nervous disorders; Professor of Neuropathology at the University of Berne, etc., etc.

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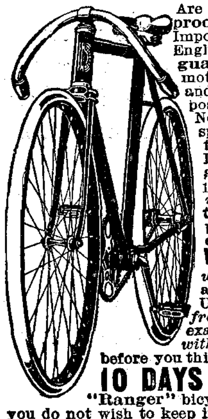
FUNK & WAGNALLS COMPANY, NEW YORK, N. Y.

"RANGER" BICYCLES



Are equipped with **puncture-proof** tires, imported **roller chains,** Imported English flanged sprockets. English featherweight steel **mud guards,** imported Brampton pedals, motor style saddles, bars and grips, and other distinctive features possessed by no other bicycle. No effort or expense has been spared to make the **"Ranger"** the **World's Best Bicycle.** Improved factory methods and greatly increased output for 1914 enable us to make a *marvelous new price offer.* Something *very special* to the first purchasers of 1914 models in each town. Write us *today.*

WE SHIP ON APPROVAL *without a cent in advance,* to any person, anywhere in the United States, and *prepay the freight.* We only ask you to examine and *try the* **"Ranger"** *without a cent expense to yourself* before you think of buying any other bicycle.

10 DAYS FREE TRIAL is allowed on every **"Ranger"** bicycle. *Not a cent cost* to you if you do not wish to keep it after riding it for 10 days and putting it to every test. Our **"Ranger"** bicycles are of such high quality, handsome appearance and low price that we are willing to ship to you, *prepaid,* for your examination and trial, and leave it entirely to you whether you wish to keep it or not.

LOW FACTORY PRICES Our great output, perfected methods and machinery enable us to offer you direct from the factory the best bicycle ever produced **at a price that will be a** *revelation to you.* **Do not buy a** Bicycle or a pair of Tires until you receive our large complete **catalog** and learn our direct **factory price** and *remarkable special offer.*

SECOND-HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out **at once, at $3 to $8 each.** Descriptive bargain list free.

RIDER AGENTS WANTED *in every town and locality* to ride and exhibit a sample 1914 **"Ranger"** bicycle furnished by us. In your spare time you can take many orders for our bicycles, tires and sundries. **Write at once for our** large Catalog and a remarkable *special proposition* we will make you on the first 1914 models going to your town.

TIRES, rear wheels with **coaster brake,** inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line **at *half* usual prices.** ***Do not*** **wait**—write today for large catalog containing a great fund of interesting, useful bicycle information. **It only** costs a postal to get everything. **Write it now.**

MEAD CYCLE CO., Dept. C 172 CHICAGO

representatives of all trades and industries. It is declared that while formerly, in this country, thrift was a prevailing virtue, to-day we have become "a prodigal nation." Thrift is defined as something more than saving; it means also "earning, working, planning, and increasing, as well as conserving." Upon individual thrift the prosperity of the whole nation ultimately depends. The society hopes to have a representative in every city of the country, even small towns. Mr. Straus recently said of its work:

"The American people as a nation dislike to be told that they are unthrifty, and yet it is true that they are unthrifty in the extreme. They boast of their money-making powers, and the facts justify them. Americans know how to make money, no doubt about that, but they don't know how to spend it—and that is equivalent to saying they don't know how to save it—for money gets its chief value from its use. I do not want to be understood as saying that the want of thrift explains the greater or even a great part of the poverty of the world, but I do say that the want of thrift aggravates the already existing poverty and makes a heavy burden still harder to carry.

"The happy-go-lucky spirit so common among the American people is the reason why so much money is spent in senseless pleasure and vice. A certain amount of pleasure is needed by all classes; there can not be efficient work where there is no play, but there is no doubt that a billion dollars are spent every year by the people of the United States on indulgences which not only can not be described as sane pleasure, but which do positive physical and moral harm.

"Now, if this society by education can bring but the discussion of the thrift habit before the people, it will have made a holier people. Thrift does not simply mean that one shall deny himself food and clothing—no, the thriftier he is the more money he and his family will have for these purposes. Thrift aims at cutting out the useless and senseless expenditures that there may be more money for the things that are sensible and useful, and thereby make for a better people and Government. You can not have national thrift until you have community thrift, and you can not have community thrift until you have individual thrift.

"Thrift is not a mere forced rule; it is a virtue; it is a principle. Thrift is not an affair of the pocket, but an affair of character. Thrift is not niggardliness, but wisdom. Thrift is not so much a matter of money as an attitude of mind. Our people, the community, our Government, all will be better by the practise of thrift. Little by little was this country built; little by little was the wisdom of the world conserved; little by little did the structure of science grow; little by little did the wealth accumulate—that is thrift. A spendthrift may be as much a spendthrift with a dollar as with a fortune, and thrift does not require a great deal of money, but only wisdom in using it."

Reformer Rebuffed.—The nervous lady was calling on the calm and collected mother of six.

"Do look at the baby!" shrieked the caller.

"What's the matter with the baby?" smiled the mother.

"He's playing with a big carving-knife!"

"I see he is. But don't you worry. It's an old carving-knife, and even if he did dull it a little, we have a lovely machine in the kitchen that will sharpen it again in a jiffy. You were saying?"—*Cleveland Plain Dealer.*

HUDSON Six-40

The Six of Tomorrow

Hudson engineers, headed by Howard E. Coffin, won fame for the Hudson by looking ahead. They see your trends first, and meet them. You find them always—as in this Six-40—building the cars of tomorrow.

WHEN you wanted a Four under $3,000, Howard E. Coffin first built it.

When you wanted a quality Four under $2,000, Howard E. Coffin was first to supply it.

When you turned to Sixes, and wanted a Six under $3,000, last year's HUDSON Six-54 was the first to give it to you.

And now, when Sixes are the vogue—when you want a light Six, an economical Six, a Six under $2,000—here it comes for $1,750 in this new-type HUDSON Six-40.

Tomorrow's Wants

Tomorrow, men who pay over $1,500 will not be content without Sixes. Note the present overwhelming trend.

Five miles in a Six will win any man—by its smoothness, its lack of vibration, its flexibility, its reduction of gear-shifting. The men who don't crave Sixes now simply never drove one.

But men of tomorrow will demand quality Sixes, for low-grade cars are not worth having long.

They will demand low operative cost. And that means a Six with our new-type motor—the small-bore, long-stroke motor found in the HUDSON Six-40. It is breaking all economy records, size and power considered.

They will demand the utmost in beauty and equipment. And they will, above all, demand lightness.

What Lightness Means

The HUDSON Six-40 weighs 2,980 pounds, certified railroad weight. Suppose a car of like size and power weighs 1,000 pounds more. That is equal to six extra passengers. Suppose it weighs only 450 pounds more. You might as well carry three extra passengers for every mile you drive. There is the same extra fuel cost, the same extra wear on tires.

HUDSON engineers have given you here super-strength with lightness. All by better materials, better designing, and by this new-type motor. And they give you that modesty in size to which men of tomorrow are coming. Yet with ample room and two extra tonneau seats.

Tomorrow's Beauty

Tomorrow the streamline body—now European vogue—will be the only acceptable body. And here it is in the most distinguished type.

Tomorrow all the new ideas in equipment which we cite below will be required in high-grade cars. Yet some of the best are found today in HUDSON cars alone.

Tomorrow's Price

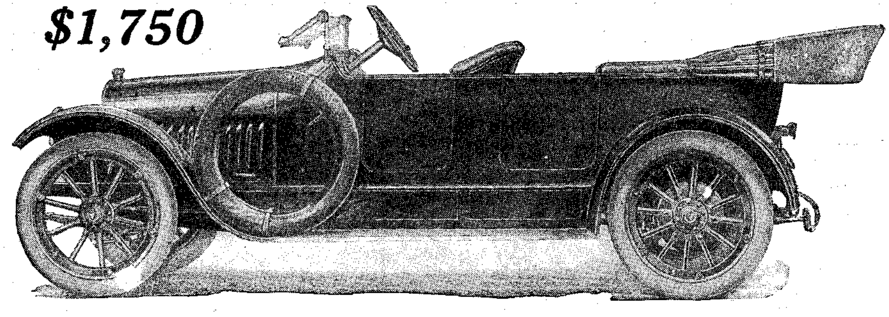
And tomorrow men won't pay the HUDSON price for a lesser type of car. If we can give so much for $1,750, others must. Here, in every detail, is the best that we can give. Here is the car which leads this year in the main things that you seek. And the price is below any quality car, whatever the type, in this class.

Our Larger Six-54

We build on the same lines the new HUDSON Six-54. In design, finish, and equipment these two cars are almost identical. But the Six-54 has a 135-inch wheelbase and more power. The price is $2,250.

Your local Hudson dealer shows this new-type Six. Go see it early, for even now we are far behind on orders. Howard E. Coffin's 55-page book will be mailed to you on request.

HUDSON Six-40
$1,750



Wheelbase, 123 inches.
Seats up to 7 passengers.
Two disappearing seats.
Left side drive.
Gasoline tank in dash.
Extra tires carried ahead of front door.
"One-Man" top, made of Pantasote.
Quick-adjusting curtains.
Dimming searchlights.
Concealed hinges.
Concealed speedometer gear.
Delco patented system of electric lighting and starting.
Integral rain-vision windshield.
Hand-buffed leather upholstery.
Electric horn—license carriers—tire holders—trunk rack—tools.
Price, $1,750 F. O. B. Detroit.
Wire wheels, with extra wheel, $75 extra.
Standard roadster, same price.
Cabriolet roadster, completely enclosed, but quickly changed to an open roadster, $1,950.

(325)

HUDSON MOTOR CAR COMPANY, 7839 Jefferson Ave., DETROIT, MICH.

Cutting Wholesale Bookkeeping Costs

THIS is the subject of the new Burroughs bulletin for wholesalers and jobbers.

This bulletin is filled with short-cut bookkeeping ideas gathered by the Burroughs Information and Research Department from thousands of progressive houses in all lines of business.

"Cutting Wholesale Bookkeeping Costs" shows how wholesalers are getting records and cost figures by simple, short-cut methods and how you can get business-building information in the same way.

Among the short-cut ideas in this bulletin are boiled-down suggestions for getting out monthly statements on the money-collecting dates; for error-proof invoice checking; for a daily sales recapitulation: by actual bookkeeping and statement forms; and other valuable suggestions.

Our purpose in offering you this service bulletin is, that the business man who saves money by using short-cut methods is usually ready to look into the still greater saving he can make by handling these same methods on a machine.

Send the coupon or ask our System Service Department for specific information on your bookkeeping problems.

Send me a copy of your new bulletin, "Cutting Wholesale Bookkeeping Costs." There must be no cost and no obligation to me.

Name........
Firm........
Street........
City and State........

Next time your representative is in this vicinity I will also be glad to have him call and explain how a Burroughs Bookkeeping Machine could be profitably applied to my business.

O. K. ....

Burroughs Adding Machine Company
49 Burroughs Block, Detroit, Michigan.
European Office: 76 Cannon St. London, E.C., England.

Makers of adding and adding-subtracting bookkeeping machines, listing and non-listing adding and calculating machines, visible-printing adding and calculating machines—86 different models in 492 combinations of features—$150 to $950 in U. S. Easy payments if desired.

Hot Nose and Hot All Over

American Self-heating Flat Iron — Sold on a positive guarantee

Never sticks on any kind of starching. Ordinary four hours Ironing can be done in two, and done better. One-fifth the labor, one-tenth the expense and one hundred times the satisfaction as compared with any other method. Send for circulars. If your dealer does not sell this guaranteed iron, write us direct.

American Gas Machine Co., 444 Clarke St., Albert Lea, Minn.

WRITE 600 WORDS WITH ONE DIP

Why use ordinary pens with the never ending dip—when One Dip Pens make every penholder virtually a fountain pen?

Agents Wanted

Send 10c for Sample Package

ONE DIP PEN CO.
32 Daily Record Bldg., BALTIMORE, MD.

Foggy English

is plainly a hindrance even to a man well equipped in every other way, but who has not learned the art of clearly expressing himself in the English language.

Dispel the Fog

by learning the differences of meaning between *Similar Words*—and the effective use of *Connective Words*. Get these two books: *Fernald's* **"English Synonyms, Antonyms, and Prepositions"**—the best and most modern *synonym* book—strong cloth binding, price $1.50; postpaid $1.63; *Fernald's* **"Connectives of English Speech"**—the use and placing of prepositions, conjunctions, relative pronouns and adverbs made clear—strong cloth binding, price $1.50; postpaid $1.62.

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The Finest Resort Hotel In the World

Has been built at Sunset Mountain, Asheville, N. C.

Absolutely Fireproof. Open All the Year

An old-fashioned Inn—walls five feet thick, of granite boulders. Water from slopes of highest mountain east of Rockies; milk and cream supplied exclusively by Biltmore Dairies on estate of George W. Vanderbilt; finest golf links in the South adjoin Hotel. Write for rates and Booklet "A."

GROVE PARK INN
Sunset Mountain, Asheville, N. C.

PERSONAL GLIMPSES

(*Continued from page 725*)

Unfortunately he had got the wrong bottle, and had poured fish-oil instead of drier into the paint. Fish-oil won't dry in a thousand years.

So I warbled a merry roundelay and painted the wagons and the plows and the cultivators and every blamed thing on the farm. The job had been done a week before the boss realized that something was wrong. He wanted to go to town with a load of corn, and ran the wagon out of the shed, and when he let go of it he found he was covered with brindled paint. Then he went around from one implement to another, putting his finger on each, only to find that the paint was wetter than when first applied. Then he put his nose against it and jumped eight feet high and yelled, "Some wapper-jawed lunatic has put fish-oil in this paint!"

He picked up a pump-handle and chased me all over the farm before I had a chance to prove that he was the wapper-jawed lunatic. When I showed him the dark bottle and he smelled it, he realized that he was to blame and I really felt sorry for him. A man can bear up bravely under almost any catastrophe if he can blame somebody else for it, but when that is impossible his agony is great indeed. He told me I'd have to take rags and kerosene and wipe all the paint off those implements, but just then the weather cleared up and more important work had to be attended to, and after that there never was time for cleaning off the paint. And so everybody on the farm was spotted with rich brindled paint all summer.

One Sunday a beautiful young man drove out from town to see the farmer's daughter. He had a light-colored spring suit and just to look at him was enough to restore your confidence in human nature. After dinner he went out to smoke a cigar, and when he had been gone ten minutes we heard somebody coming toward the house swearing in a clear counter-tenor voice. Then the young man appeared in the doorway. He had tears in his eyes, and he asked Mrs. Rorer what he could do for the relief of his clothes. He had climbed up on a mowing-machine to enjoy his smoke. The spring seat and everything he touched was covered with that evergreen paint, and at least a pint of it had come off on his clothes.

All the members of the family were shocked, but I began to laugh, and that was just what Rorer had been waiting for those weary weeks. He was just suffering for an excuse to work out his grudge on somebody, so he hit me in the ear with a soft-boiled potato, and said he'd have my heart's blood. Then he chased me all over the farm again, through dale and dingle, by sunny woodland streams and through sylvan groves. But it was no use. I was young then and he was waxing old and I beat him back to the house by several laps.

The farmers used to borrow from each other a good deal then, and one day a neighboring farmer came to Rorer's to get a wagon. There was nobody at home, so he just hooked his team to the vehicle and climbed aboard and drove to town. When he arrived there and dismounted he made a great hit, he was covered with that elegant fish-oil paint, and wherever he went he left samples of it, until the merchants asked him, as a personal favor, to keep out of their stores, and ladies who had brushed up against him and ruined their raiment went to see their lawyers about damage suits.

And so that job of painting became the talk of the countryside, and even to this day the graybeards tell the sad story, in faltering accents, to the kids, and when I go back to that neighborhood, which I do about once in ten years, the patriarchs begin to giggle and ask me if I have my paint-brush with me. As this story shows, I wasn't to blame for the catastrophe, but I have always received the credit.

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  Let the ship of state careen!
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And all of Europe says it's right
  For us to cut the dash.
Let's have a regiment or two
  Led out to die to-day,
For boys are cheap to die or do
  For the flag—hip, hip, hooray!
So wave the Stars and Stripes on high,
  Why, where's your love of flag?
The grandest nation 'neath the sun
  Bids soldier men not lag.

. . . .

Of course I can not go to war,
  The ties of business girt;
Some one like me must stay behind
  To wave the bloody shirt.

—*Detroit News.*

The Sweet Thing.—MISS SUPHERIDGE—"I should just like to see the man that I'd promise to love, honor, and obey!"

MISS PERTLY—"I'm sure you would, dear."—*Brooklyn Life.*

Untimely.—COHEN (entering delicatessen store)—"Gif me some of that salmon."

PROP.—"That's not salmon, that's ham."

COHEN—"Vell. Who asked you what it vas?"—*Lehigh Burr.*

Innuendo.—Congressman Eugene E. Reed, of New Hampshire, told of the reputation of a party named Abner.

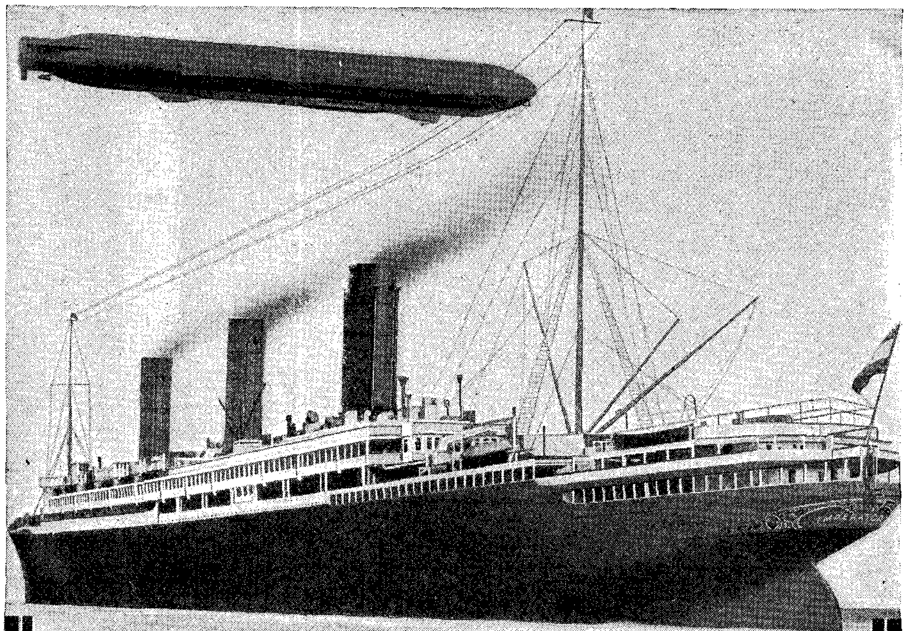
Abner was haled to court to answer to a complaint that grew out of a broken bargain, and among the witnesses called to testify was Hiram Wilkins.

"Mr. Wilkins," said the examining lawyer, "you know the defendant in this case, do you not?"

"Oh, yes," answered Hiram. "Knowed him nigh onter forty years now."

"What is his reputation for veracity?" asked the lawyer. "Is he regarded as a man who never tells the truth?"

"Waal, I can't say that he don't never tell the truth," answered Hiram, "but I do know that if he wanted his hogs ter come ter dinner he'd have ter git somebody else ter call 'em."—*Philadelphia Telegraph.*



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More Proof.—A man worth $10,000,000 is no happier than a man worth $9,000,000. Money does not always bring happiness.—*Lippincott's.*

Awful.—TOMMY—" Why do the ducks dive? "

HARP—" Guess they must want to liquidate their bills."—*Penn State Froth.*

Making it Right.—" Of course you have made some promises you didn't keep."

" Yes," replied Senator Sorghum. " But I never yet broke a promise to a man without giving him a better one in its stead."—*Washington Star.*

Present Tense.—GIBBS—" I tell you, no one can fool my wife."

DIBBS—" Then how did you get her? " —*Philadelphia Public Ledger.*

Nothing Doing.—" What did the doctor say? "

" He felt of Jones's purse and said there was no hope."—*Minnesota Minne-ha-ha.*

Costly Sentiment.—In a subway crowd not long ago, a New York man was " touched " for his watch. The watch was not intrinsically valuable, but the New York man wanted it back for sentimental reasons, and inserted divers advertisements in the papers, offering $50 for the return of the watch and " no questions asked."

The " dip " who had " lifted " the watch saw the advertisements and concluded to take the $50. He called on the New York man, handed him the timepiece and demanded the reward.

The owner of the watch was only too happy to give it to him. After examining the watch, he returned it to his pocket and handed over five ten-dollar bills. The " dip " pocketed the money and departed. There was little said.

A few minutes later the New York man reached for his watch.

But it was gone.—*New York Tribune.*

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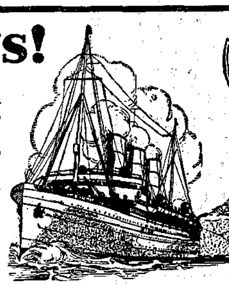

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Limited Knowledge.—" Is he a country gentleman? "

" I don't know; I've only seen his behavior in town."—*Philadelphia Public Ledger.*

Slamming Back.—A few days ago Lord Decies, while traveling in California with his wife, lost his hand-bag containing his comb and brush, and had to comb his hair with his wife's comb. This interesting item of news was telegraphed all over the world by the Associated Press. And now another startling news item has been discovered. Miss Eleanor Wilson, the President's daughter, attended a theater a few nights ago and not having had her supper, she actually ate a bun while viewing the performance. This, too, was hurriedly telegraphed all over the continent. Yet some people think the country papers are publishing piffle when they say that Abner Green has painted his barn.—*Montgomery County (Ill.) News.*

Ouch!—LECTURER—" Ladies and gentlemen, we shall consider this evening the fundamental principles of architecture. The Etruscans—"

A WANDERING VOICE—" How d'ye build a dog-house? "

LECTURER (solicitously)—" Are you going to move? "—*Judge.*

Little Easy Payments.—LADY VISITOR—" Oh, Tommy, you have a nice new suit ! "

TOMMY—" Yes, I think the man pa bought it from is sorry he sold it. He's always calling."—*Outfitter.*

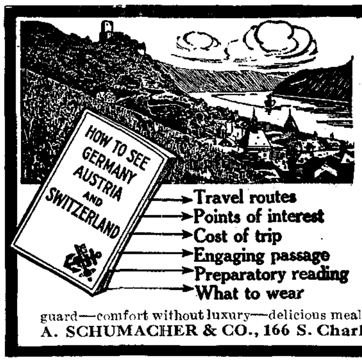
Hazy.—" You have read John Bunyan?"

" Yes," said the talkative girl. " The name is very familiar. But I can't quite place him. Which was he? One of the Pilgrim Fathers, or one of the original Progressives? "—*Washington Star.*

Quick Bargain.—TRAMP—" Do you take rags and bones? "

RAGMAN—" Get on the scales."—*Philadelphia Public Ledger.*

Travel and Resort Directory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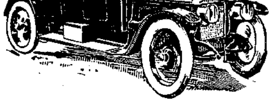

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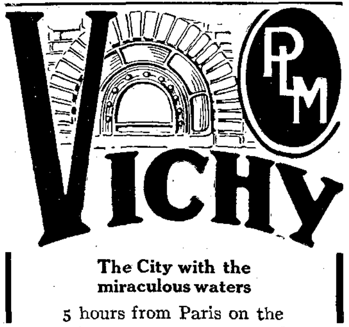

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Wild Pitch.—"I thought you had thrown Arthur over?"

"I did, but you know how a girl throws."—*Philadelphia Public Ledger.*

Woodwork.—"Samantha, what's thet chune the orchestry's a-playin' now?"

"The program says it's Choppin', Hiram."

"Waal—mebbe—but ter me it sounds a deal more like sawin'."—*Penn State Froth.*

His Attitude.—"Paw."

"Well?"

"When I promise to marry him do you want him to come and ask your consent?"

"No, not my consent, but I would like to have him trot in and tell me the good news. I sort of feel like I needed cheering up."—*Houston Post.*

Full Panel.—The jurors filed into the jury-box, and after all the twelve seats were filled there still remained one juror standing outside.

"If the Court please," said the Clerk, "they have made a mistake and sent us thirteen jurors instead of twelve. What do you want to do with this extra one?"

"What is your name?" asked the judge of the extra man.

"Joseph A. Braines," he replied.

"Mr. Clerk," said the judge, "take this man back to the jury commissioners and tell them we don't need him as we already have here twelve men without Braines."—*The Green Bag.*

A Safe Speech for Diplomats.—When I say I am glad to be with you to-night I mean, of course, glad to whatever extent the Senate approves of an Ambassador being glad that he is any place.

When I say that our hands stretch across the sea I do not wish to be understood as signifying any particular sea or any individual hands, or any fixt altitude for the same; but I do like the stretching idea.

All of which brings us, as human beings living—I speak advisedly—on the same planet, to the delicate subject of eggs. (Cheers.) It is one of the things about which we have dared to differ as brave nations should. You on this side of the water eat one egg for breakfast whether you need it or not, and with the skill that is the birthright of all Anglo-Saxons, Scotch, Irish, Swedes, Austrians, and such other peoples as may ask leave to have their names printed—with this skill, I repeat, and a small, neat spoon, you extract the nutriment from the shell, letting the chips fall where they may. (Wild applause.)

With us, uplifted sons of Puritan, Pilgrim, Anglo-Saxon, Scotch-Irish, regular Irish, Welsh, Scandinavian, and Pennsylvania Dutch ancestors, we have our eggs, two or upward, busted into a glass and we eat them or leave them.

It is the one important point of difference between two great peoples, and my secretary now advises me that by grace of the Secretary of State, the Committee on Foreign Relations, and Richmond P. Hobson, I am permitted to suggest to you—a mere suggestion, mark you—that this matter, reeking as it does with importance, be referred to the Aig Conference. (Maddening applause.)—*New York Press.*

CURRENT EVENTS

Foreign

March 12.—May Richardson, the suffragette who mutilated the "Rokeby Venus" in the National Gallery, London, is sentenced to six months' imprisonment.

March 13.—Over three hundred Arabs are reported slain in a battle with Italians in Tripoli.

Signor Salandra is given the task of organizing an Italian Cabinet.

The Japanese Naval Budget is reduced to $15,000,000 by the House of Peers.

March 14.—A cable dispatch says 1,000 persons are drowned by a tidal wave that strikes the Russian towns of Stanitza and Achtyrskaja, on the Sea of Azov.

March 16.—Gaston Calmette, editor of the *Figaro*, Paris, is killed by Madame Caillaux, wife of the French Minister of Finance.

Sir John Murray, the scientist, is killed in an automobile accident in Scotland.

March 17.—Finance Minister Caillaux, of France, resigns, following the killing of Editor Calmette by Madame Caillaux.

Cable dispatches announce the election of W. B. P. Gomez as President of Brazil, to succeed President Fonseca, who under the constitution can not succeed himself.

Winston Churchill, First Lord of the Admiralty, asks the British House of Commons for a $257,500,000 naval appropriation.

Domestic

WASHINGTON

March 12.—The Senate Immigration Committee decides to report favorably the Burnett Bill, containing the literacy test.

President Wilson signs the Alaska Railroad Bill.

The Senate adopts resolutions requesting copy of a speech made by Ambassador Page at a London dinner.

March 13.—Official announcement of the engagement of Secretary McAdoo and Miss Eleanor Wilson is made.

March 16.—President Wilson approves the London speech of Ambassador Page, to the cabled reports of which the Senate objected.

March 17.—Interstate Commerce Commissioner James S. Harlan is made chairman of that body, succeeding Edward E. Clark.

Oscar S. Straus, of New York, is reappointed a member of The Hague Tribunal by President Wilson.

The House Judiciary Committee recommends that Representative James T. McDermott, of Illinois, be censured for "acts of grave impropriety" in connection with the alleged operations of lobbyists employed by the National Manufacturers' Association. In a second resolution the committee urges the House to name J. Philip Bird, John Kirby, Jr., James A. Emery, and M. M. Mulhall as guilty of "improper and reprehensible lobby activities."

GENERAL

March 12.—The Massachusetts House adopts a resolution for a non-partizan constitutional convention.

George Westinghouse, inventor of the air-brake and electrical appliances, dies.

The Portland, Ore., harbor suffers a fire loss estimated at $1,000,000, two docks and two vessels being destroyed.

A bill to submit the prohibition amendments to the people passes the Kentucky House, 60 to 32.

March 13.—The directors of the United States Express Company vote to go out of business.

The Carnegie Foundation for the Promotion of International Peace declares itself in favor of the repeal of the Panama tolls-exemption law.

The bill providing for a vote on State-wide prohibition is defeated in the Kentucky Senate by a vote of 17 to 16.

Unfortunate.—The New Yorker was descanting on the glories of Broadway.

"The streets are ablaze with light—a veritable riot," he said. "Why, there is one electric sign with 100,000 lights."

"Doesn't it make it rather conspicuous?" asked his English friend.—*Philadelphia Public Ledger.*

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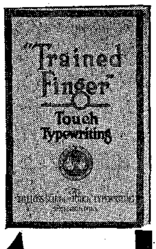

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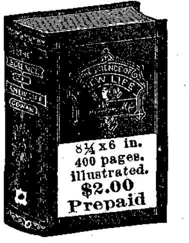

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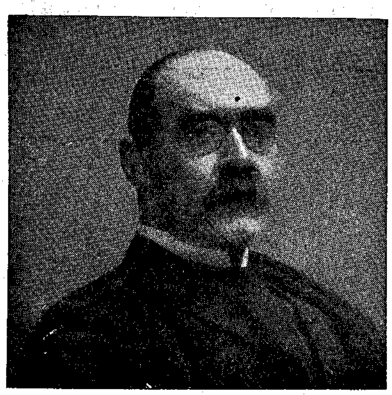

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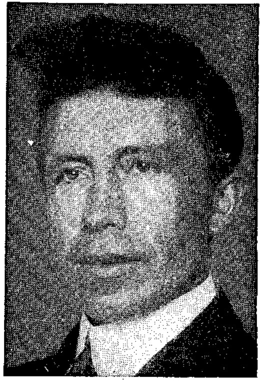

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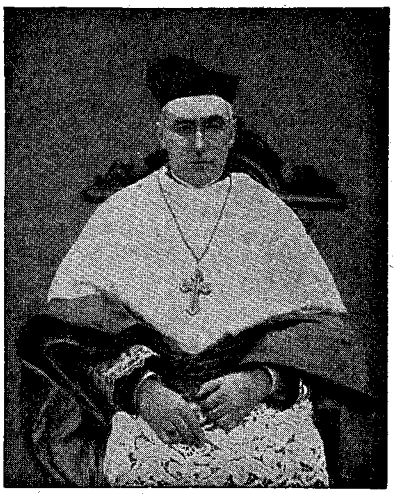

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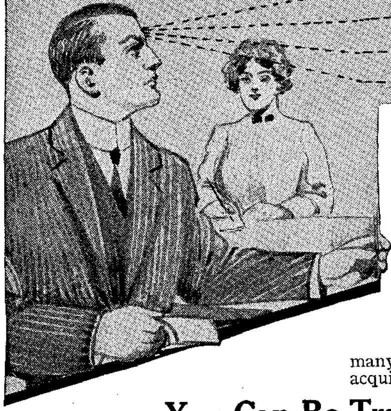

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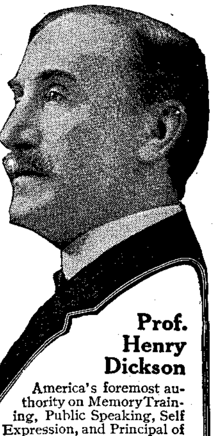

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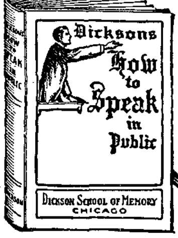

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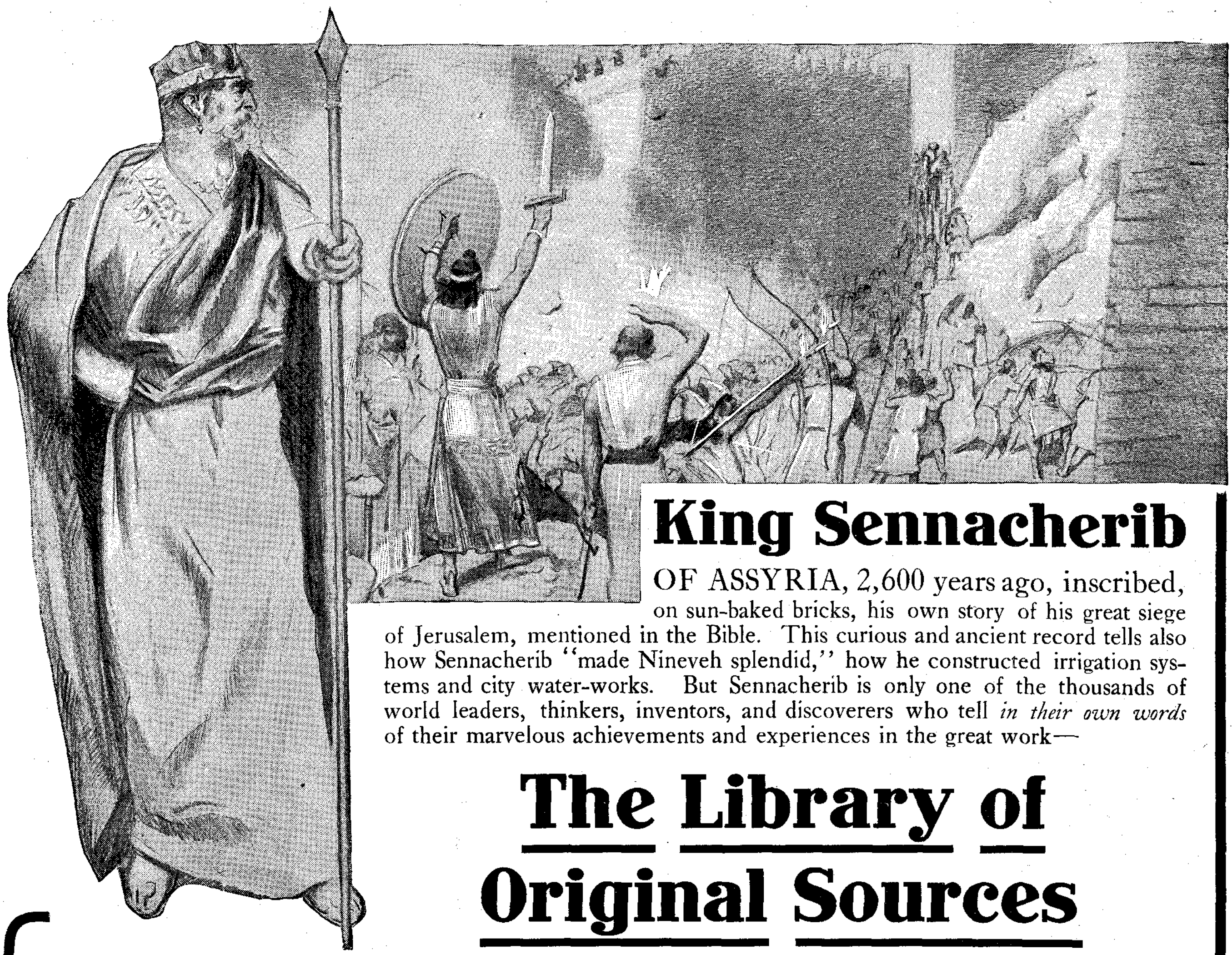

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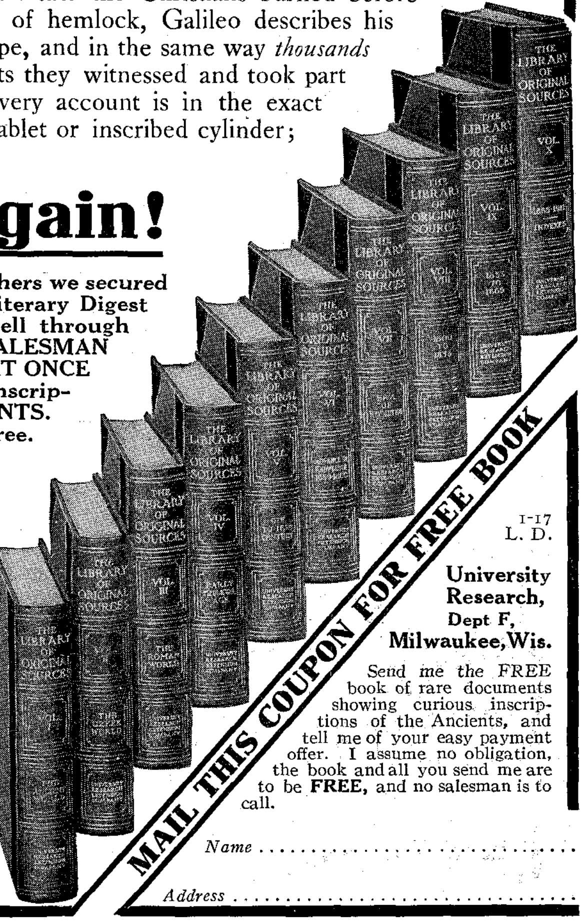

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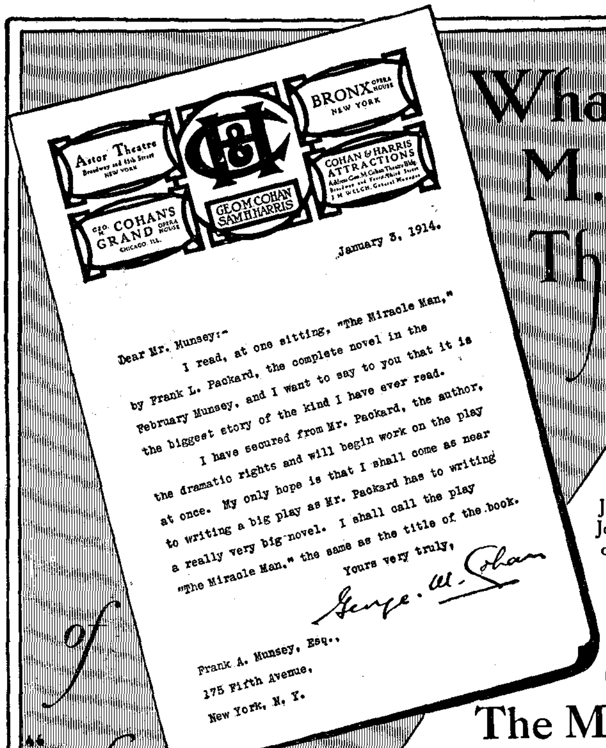

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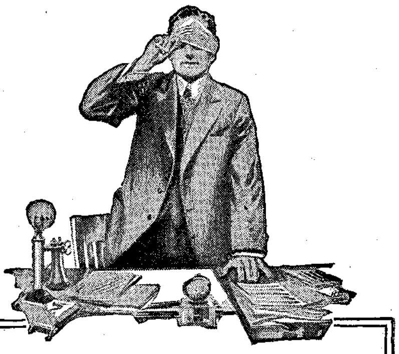

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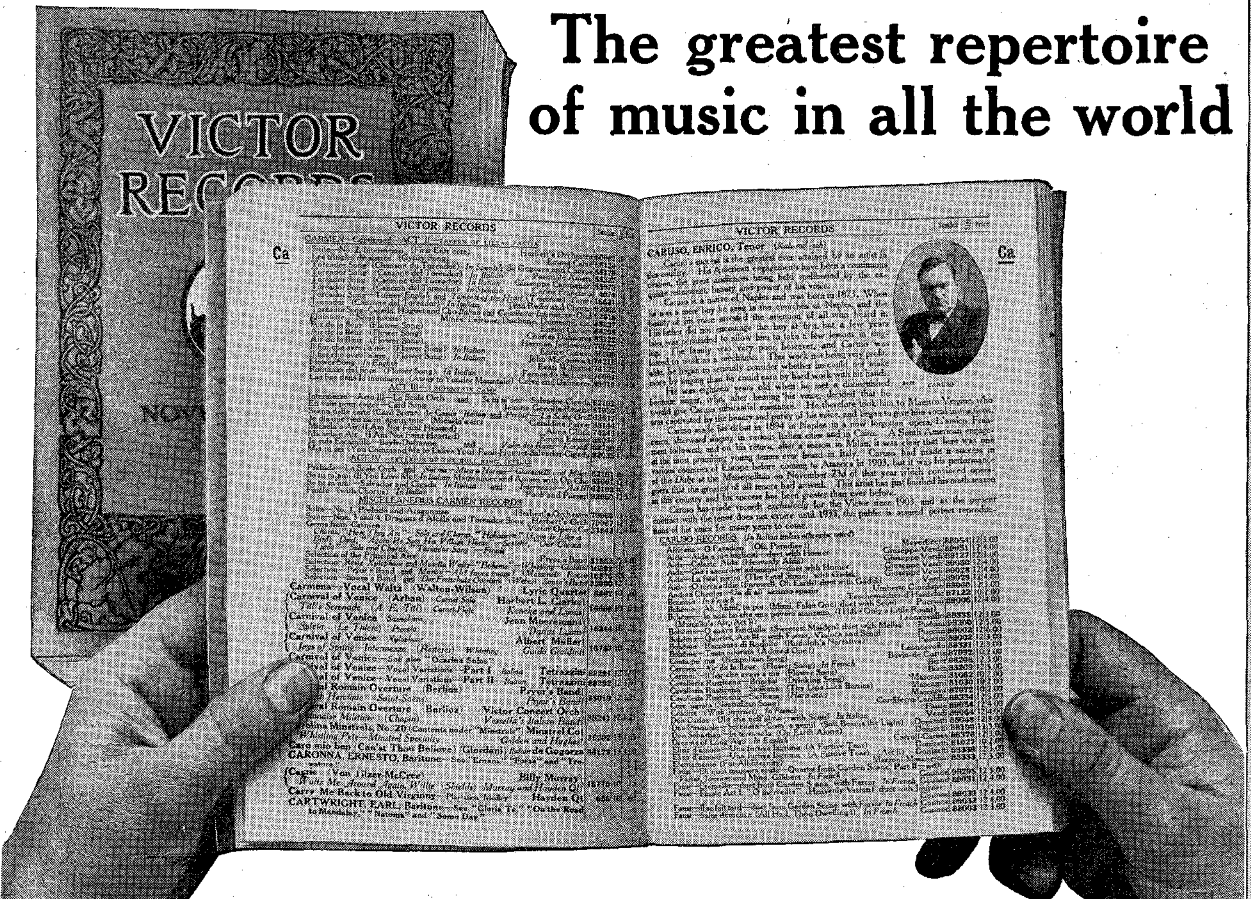

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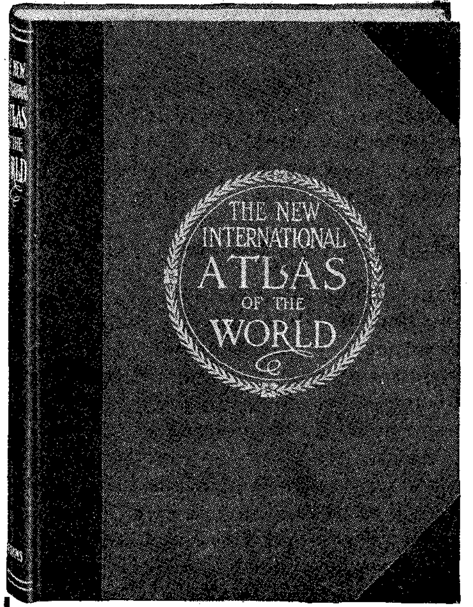

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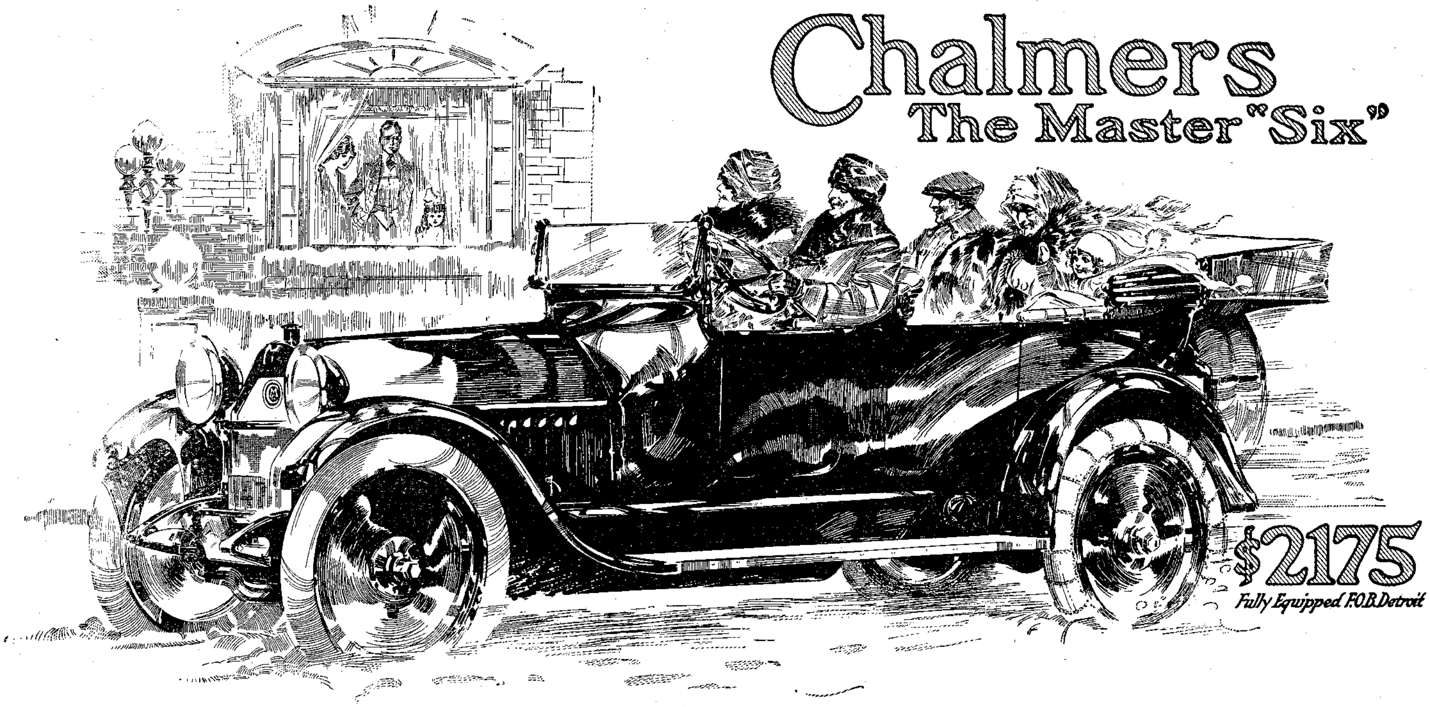

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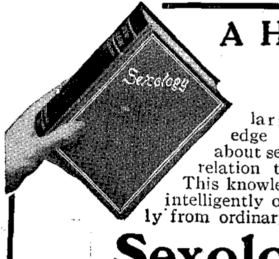

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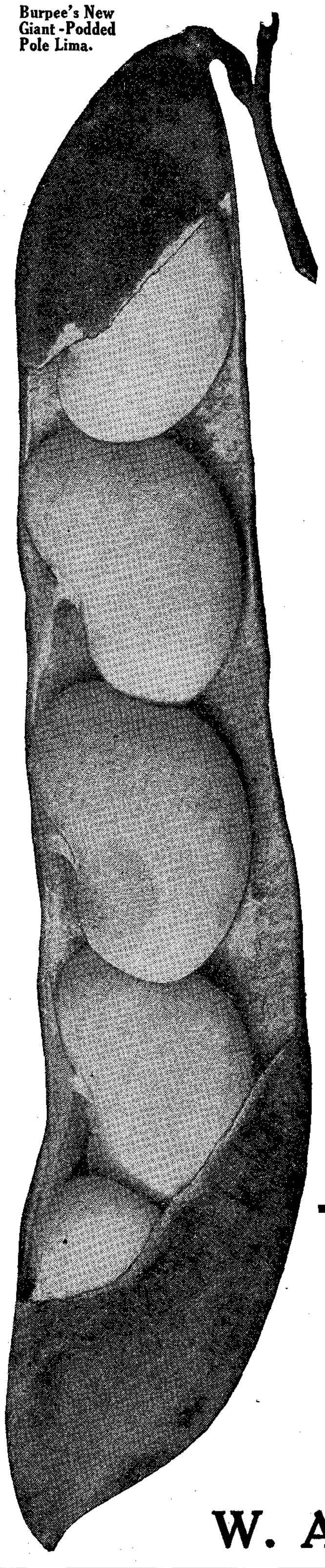

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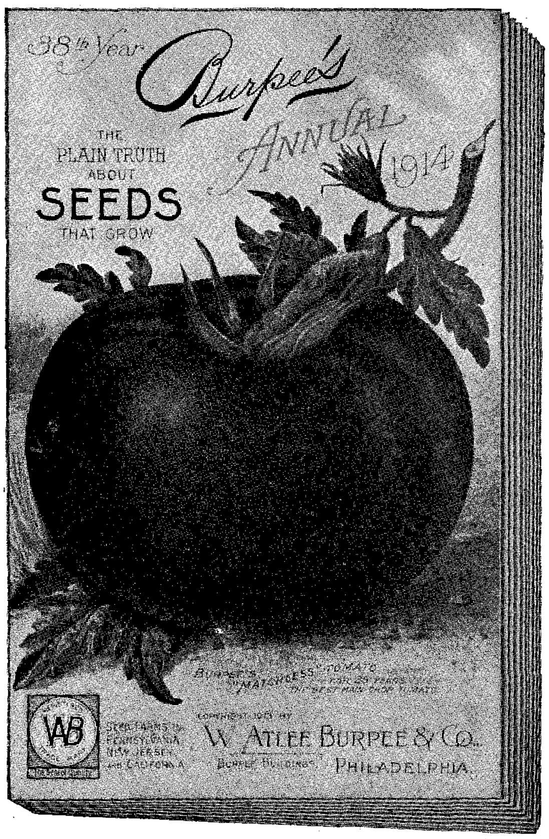

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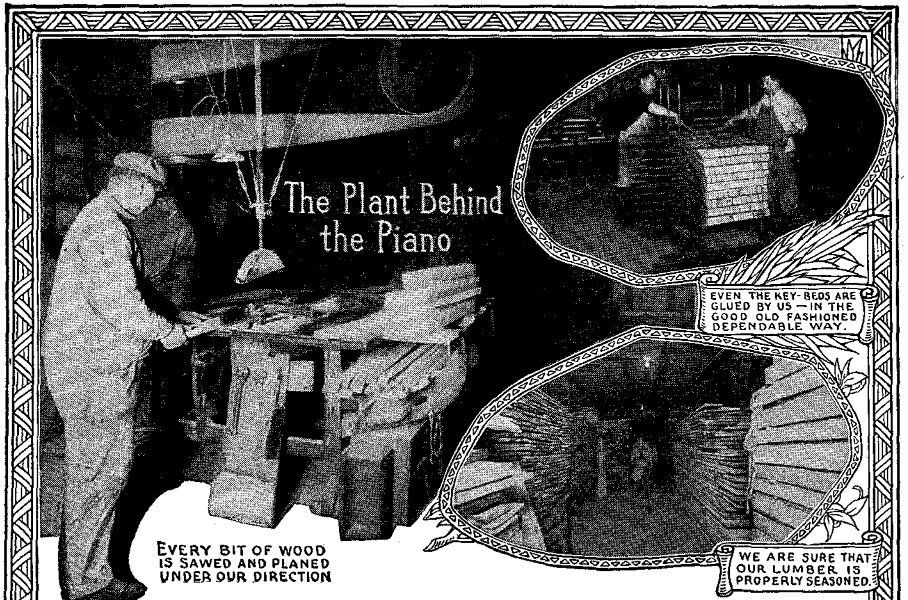

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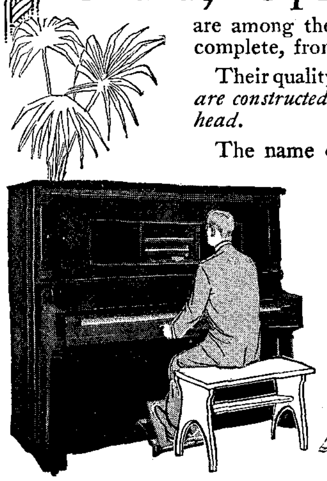

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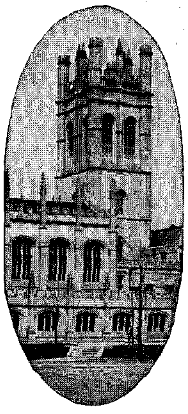

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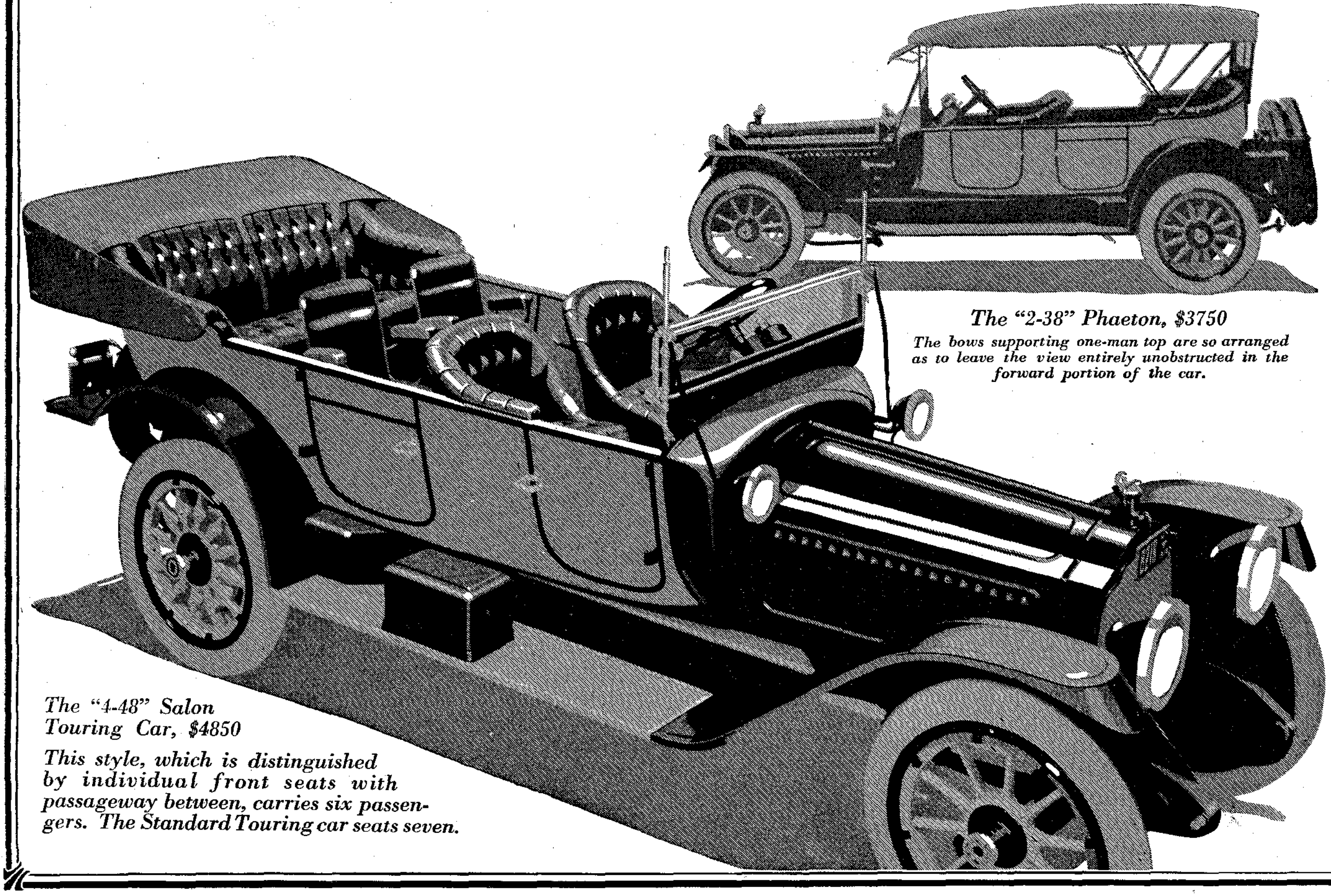

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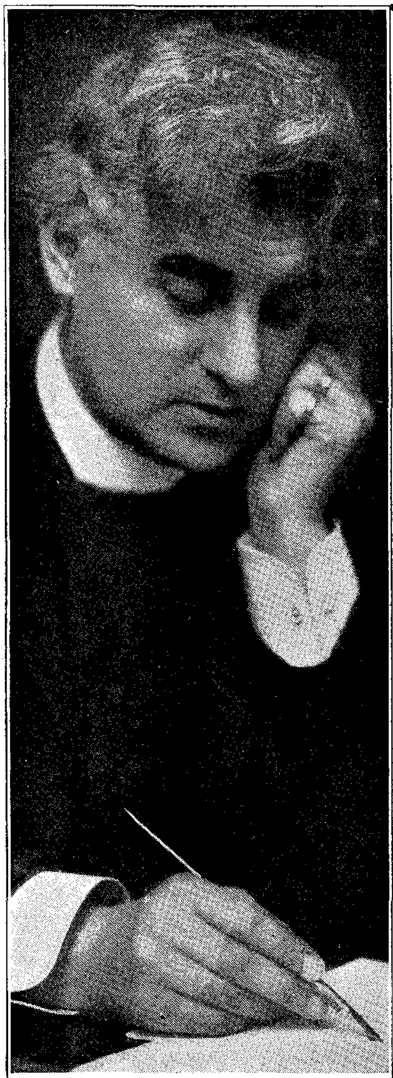

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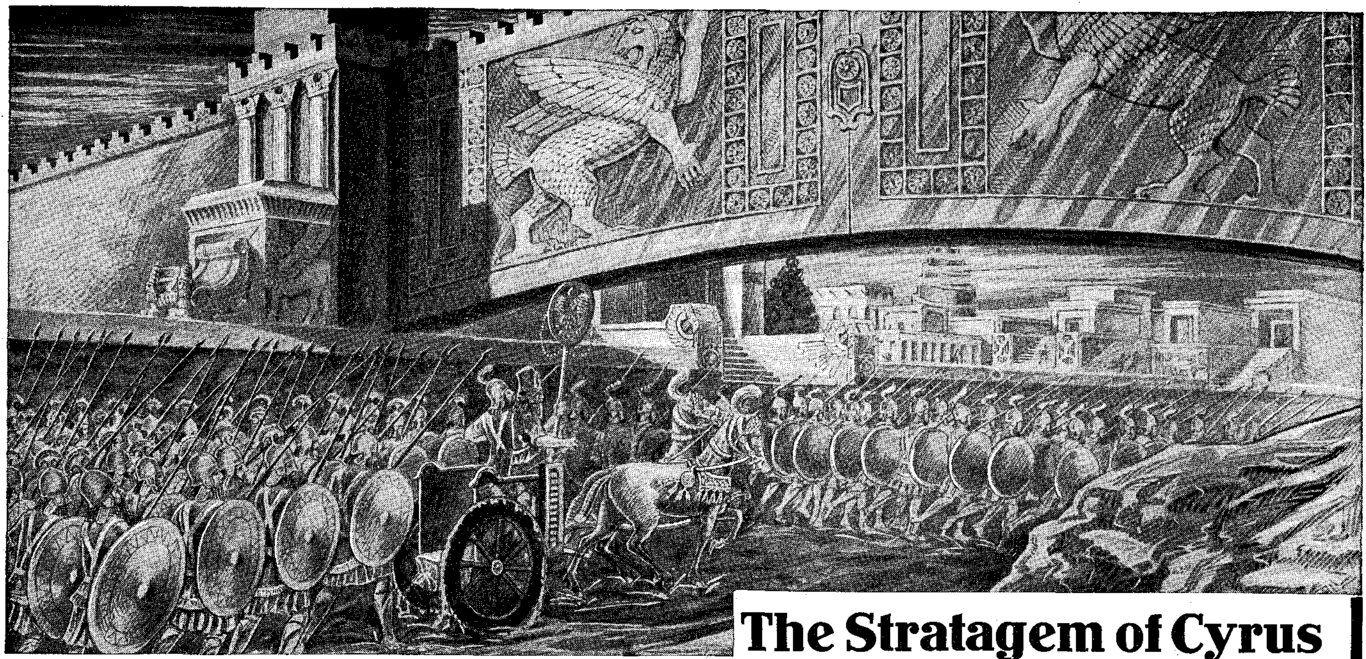

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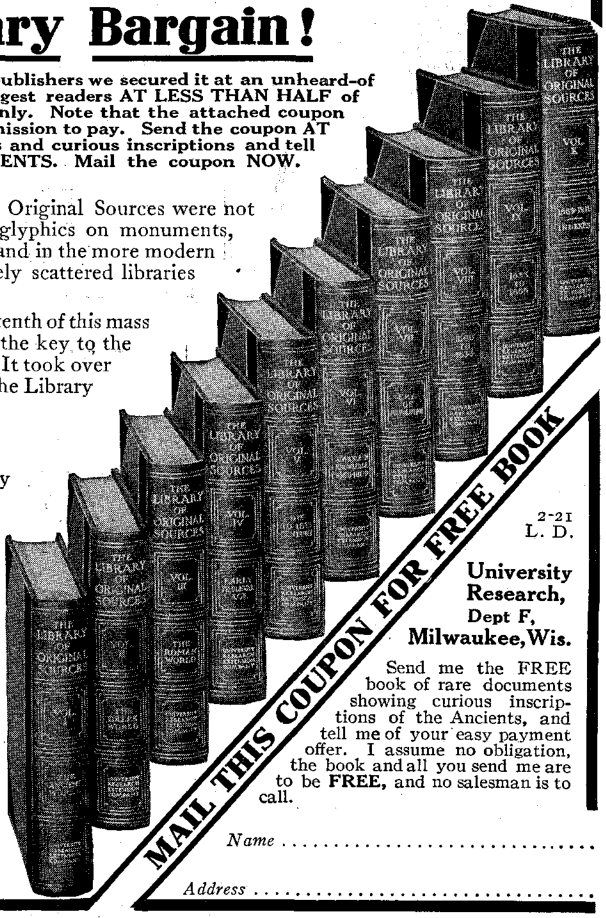

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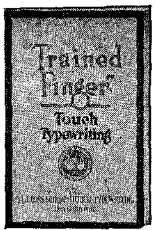

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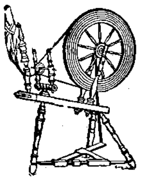

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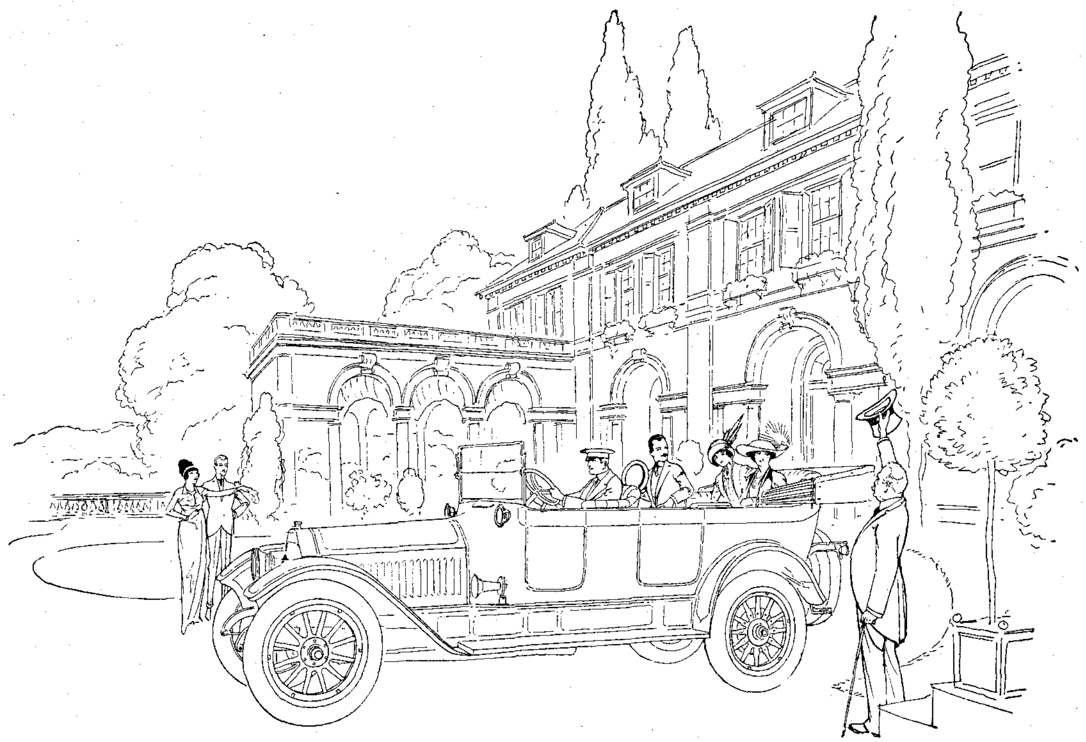

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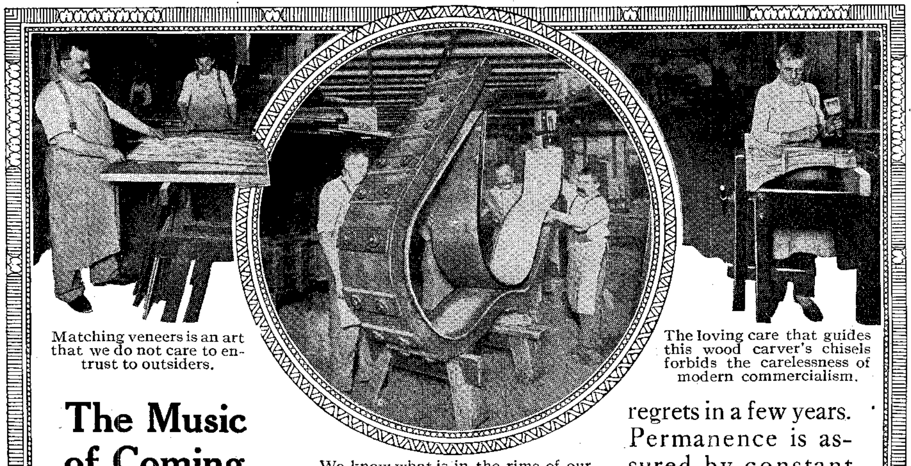
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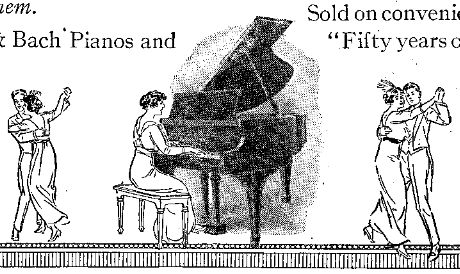

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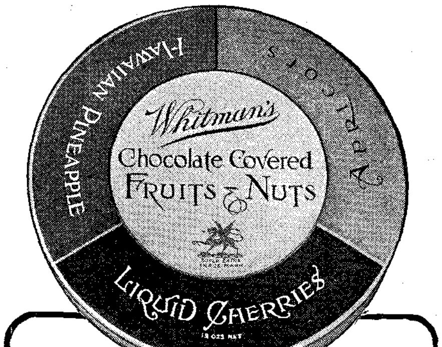

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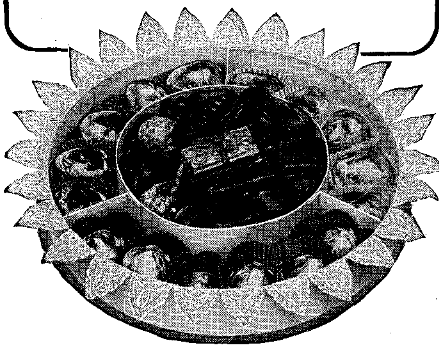

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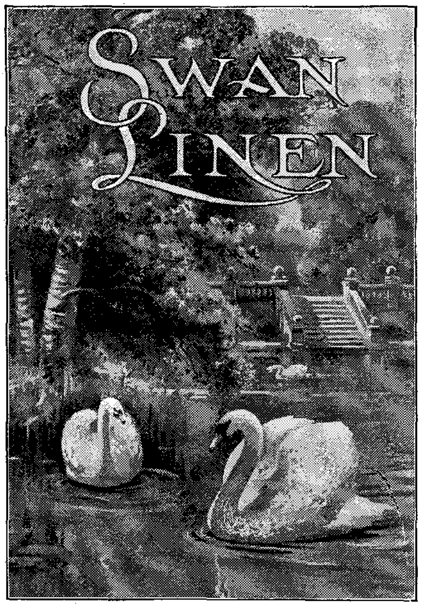

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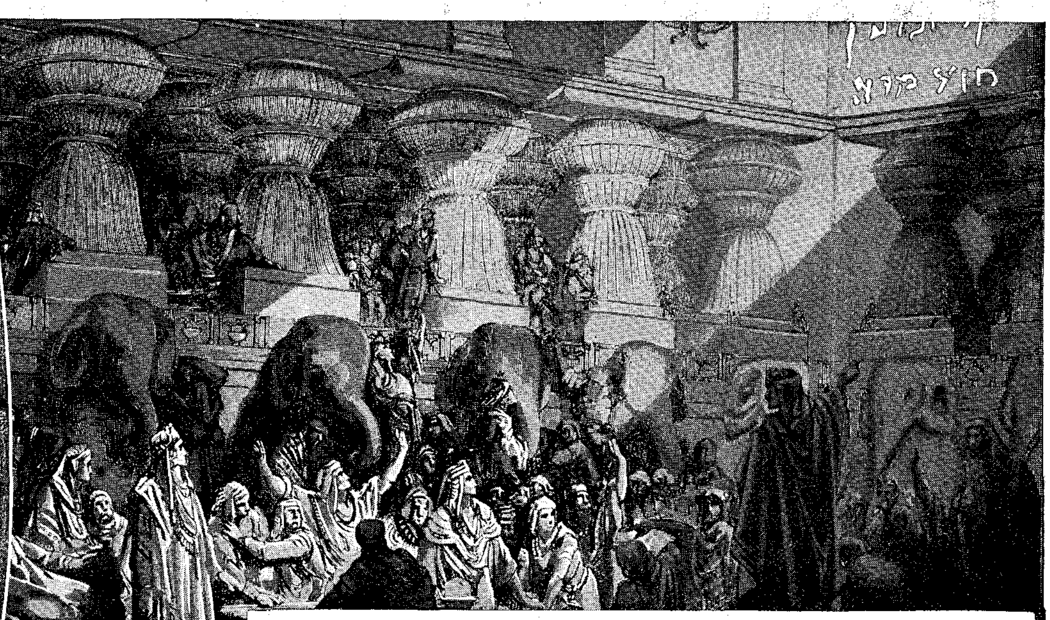

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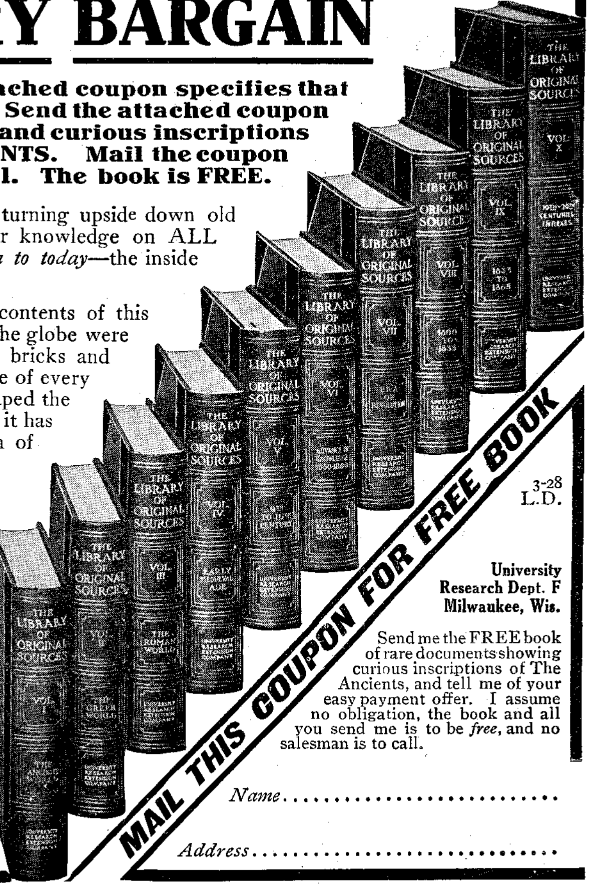

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